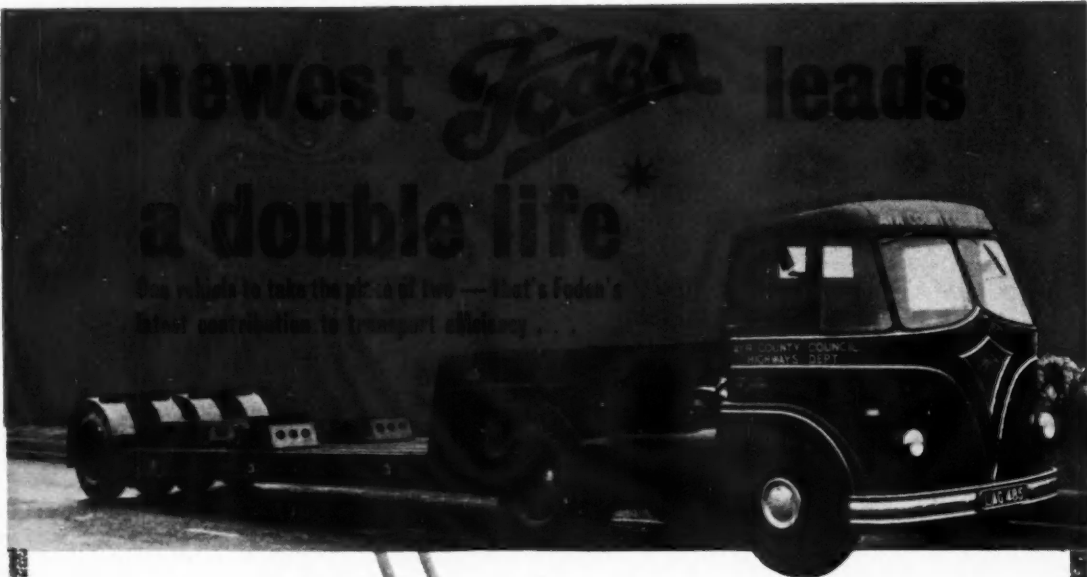


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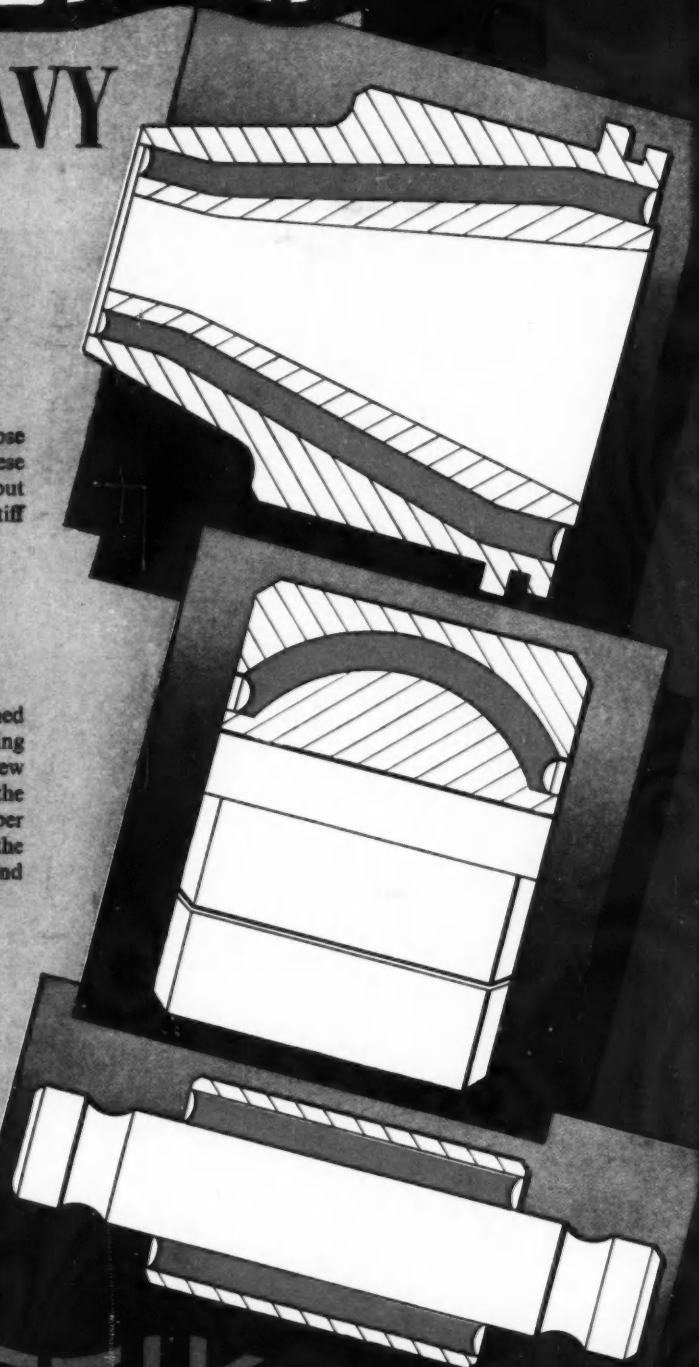
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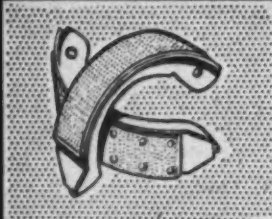
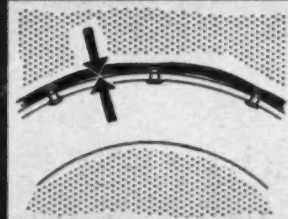
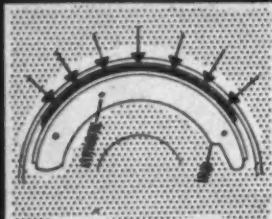

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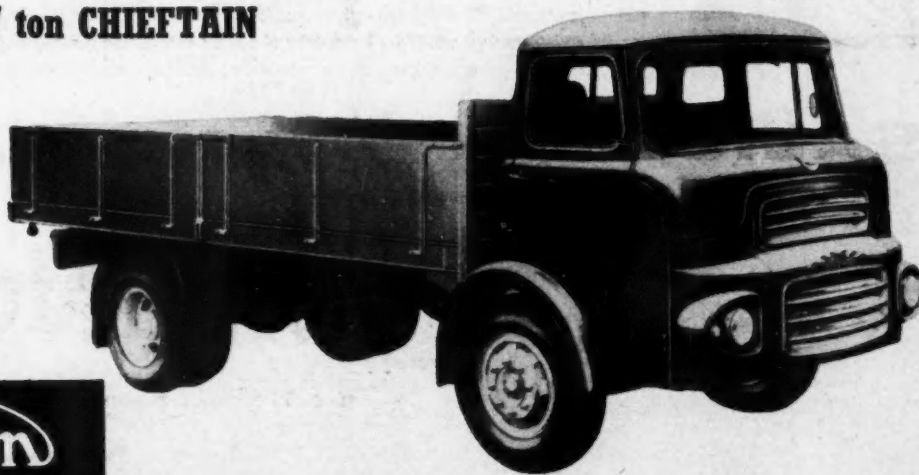
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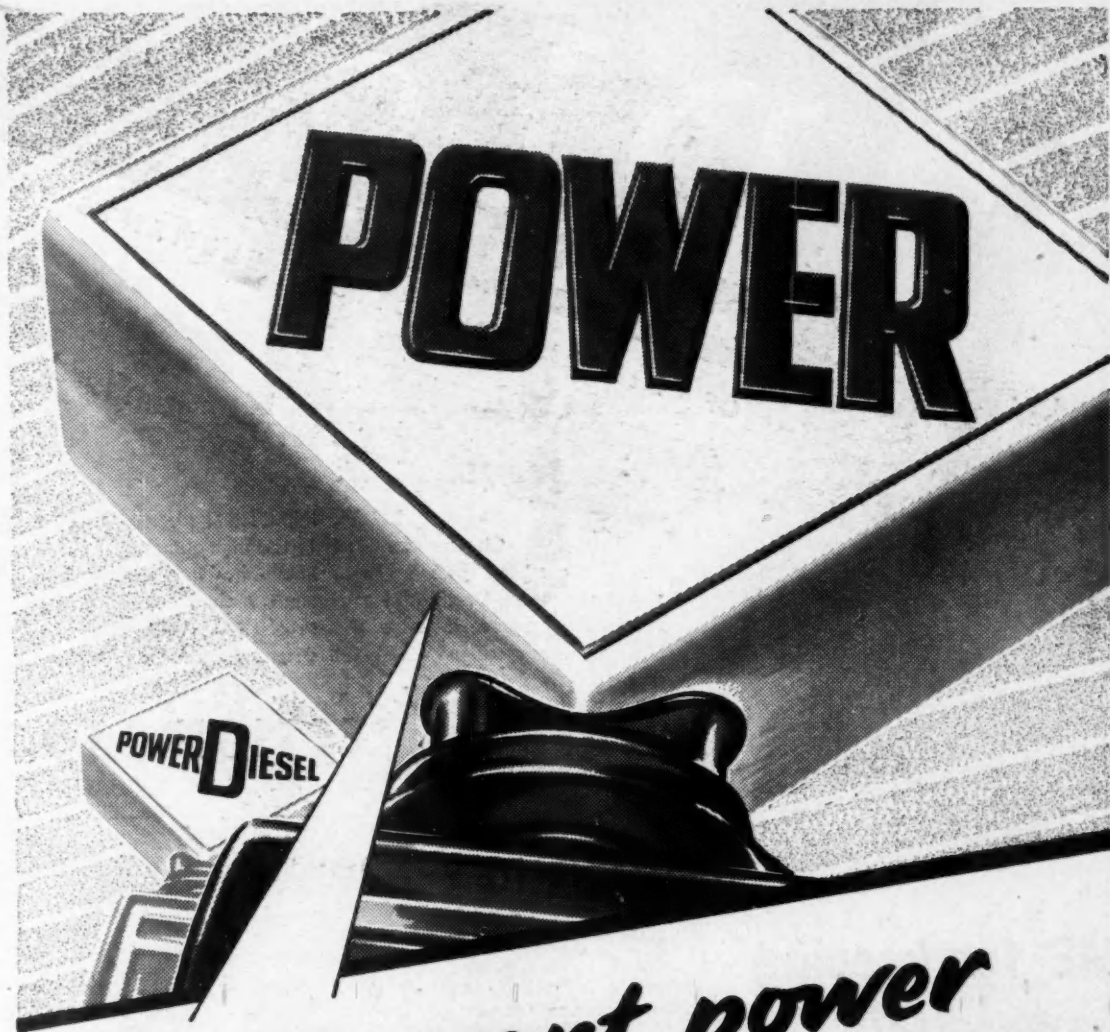
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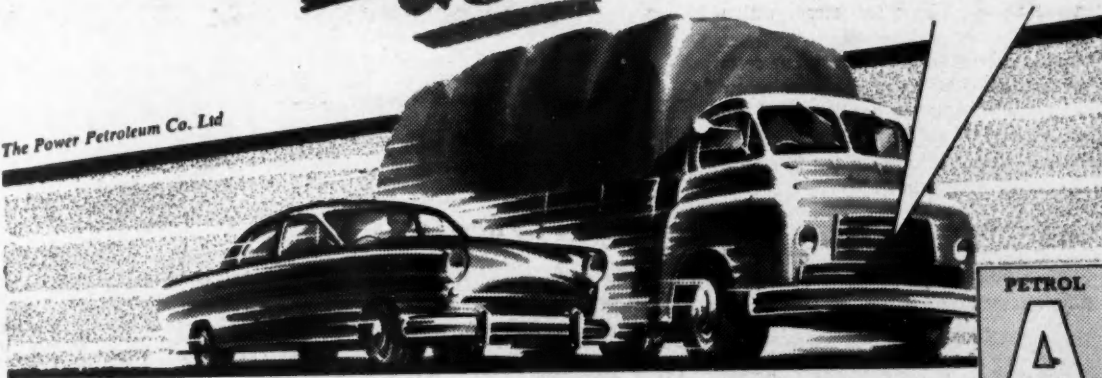
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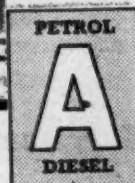


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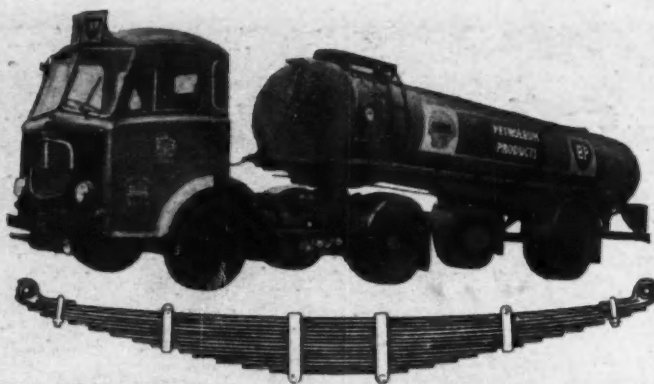
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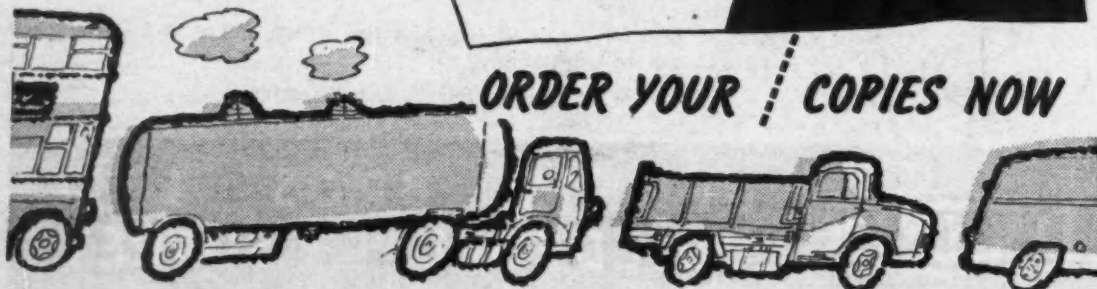
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SHOW REPORT

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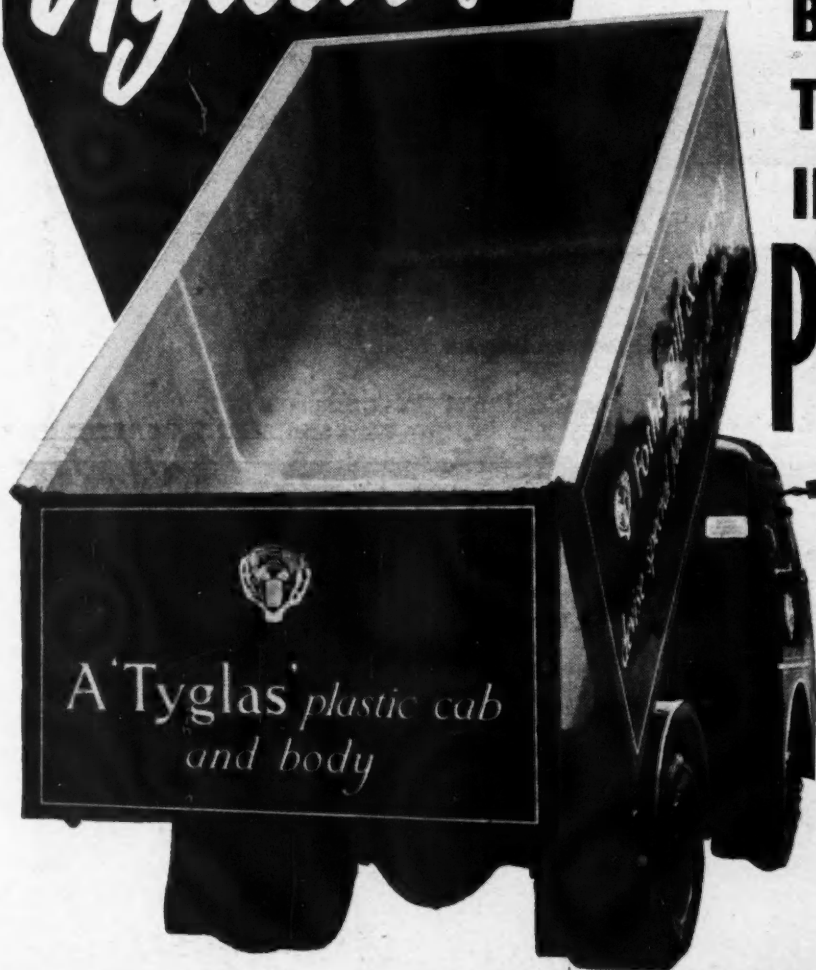
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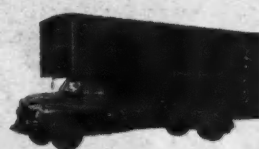
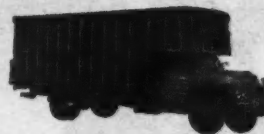
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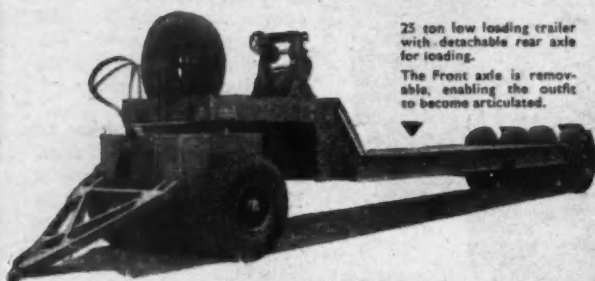
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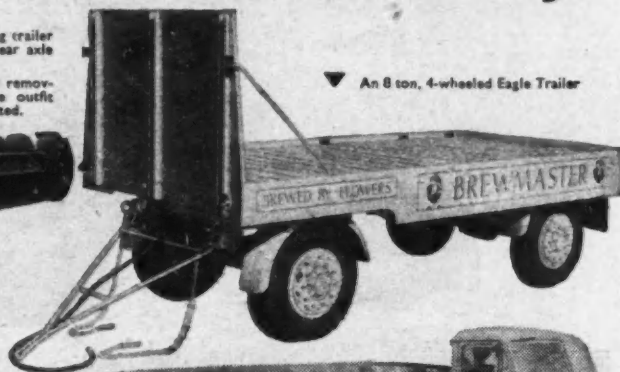
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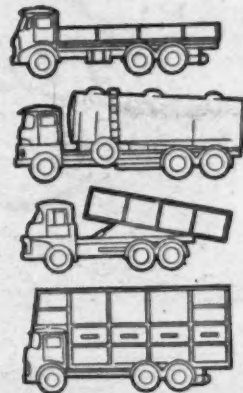
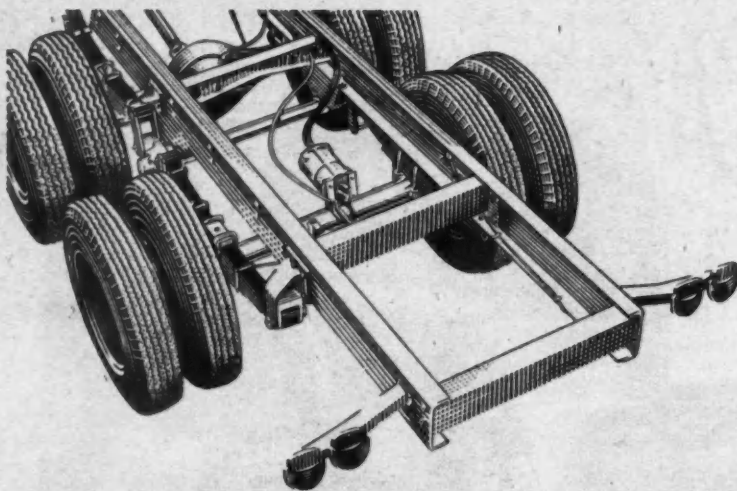
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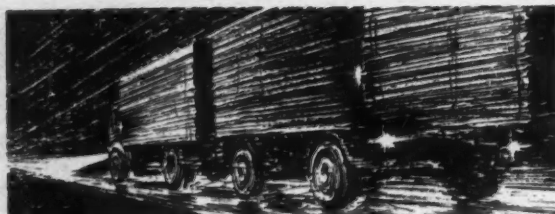
Next week's issue is packed with interest for every type of motorist. For the sports enthusiast an article of undeniable value will deal with the transforming of a popular low priced production saloon to Gran Turismo and there will be full reports on the International meeting at Brands Hatch, and the famous Shelsley Walsh Hill Climb.

Two other contributions will discuss the contrasting pleasures of touring in the rugged Peak District of North-West England, and motoring on the Equator in a Jaguar. The road test will report on the Wolseley Six-Ninety.

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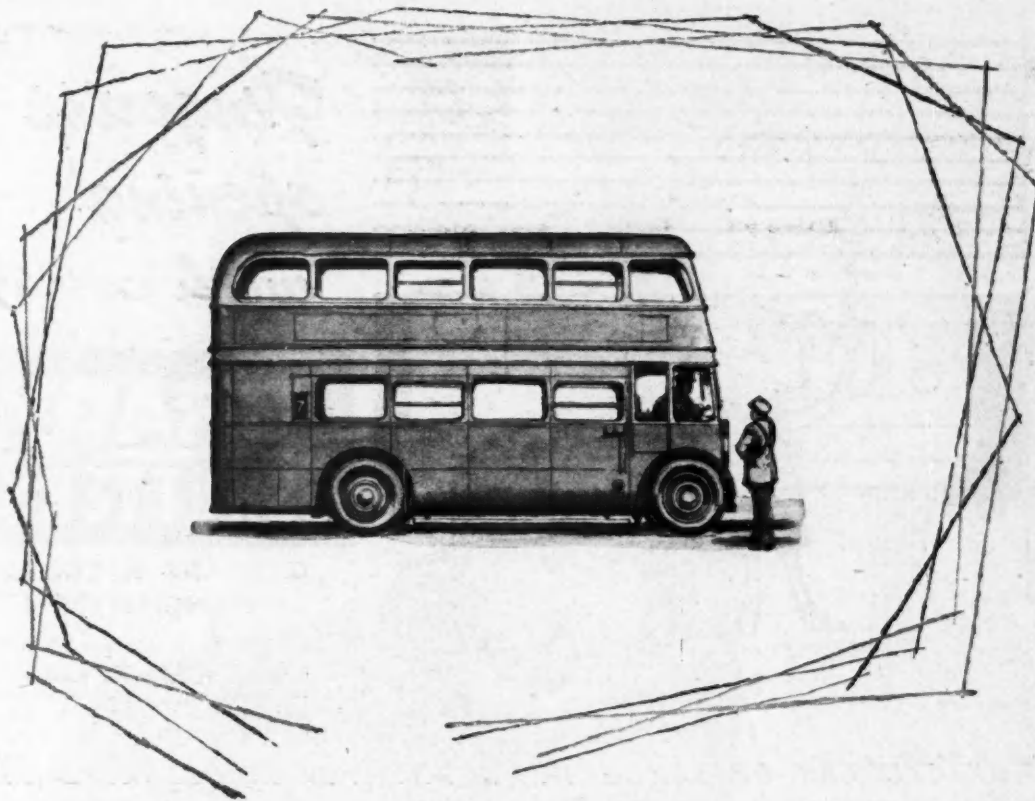
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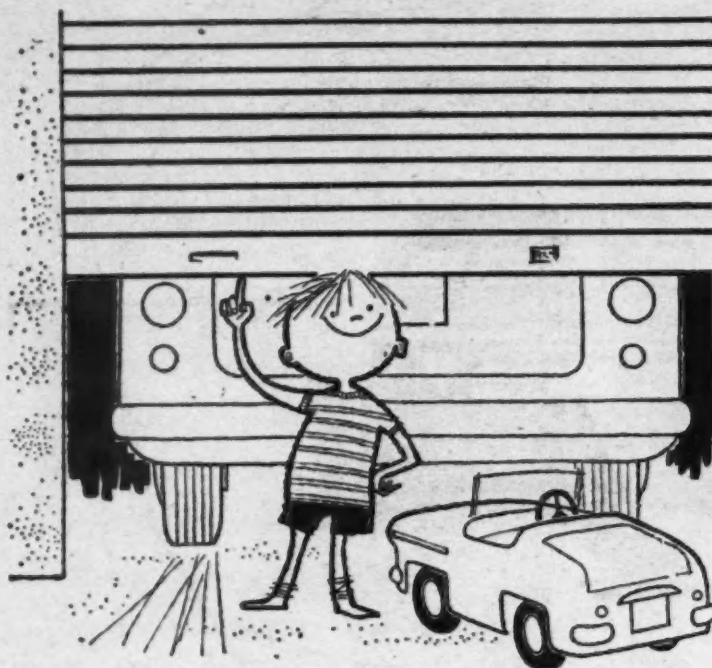
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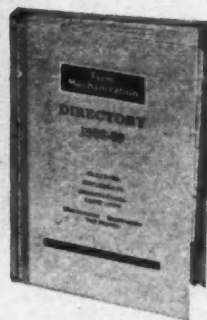
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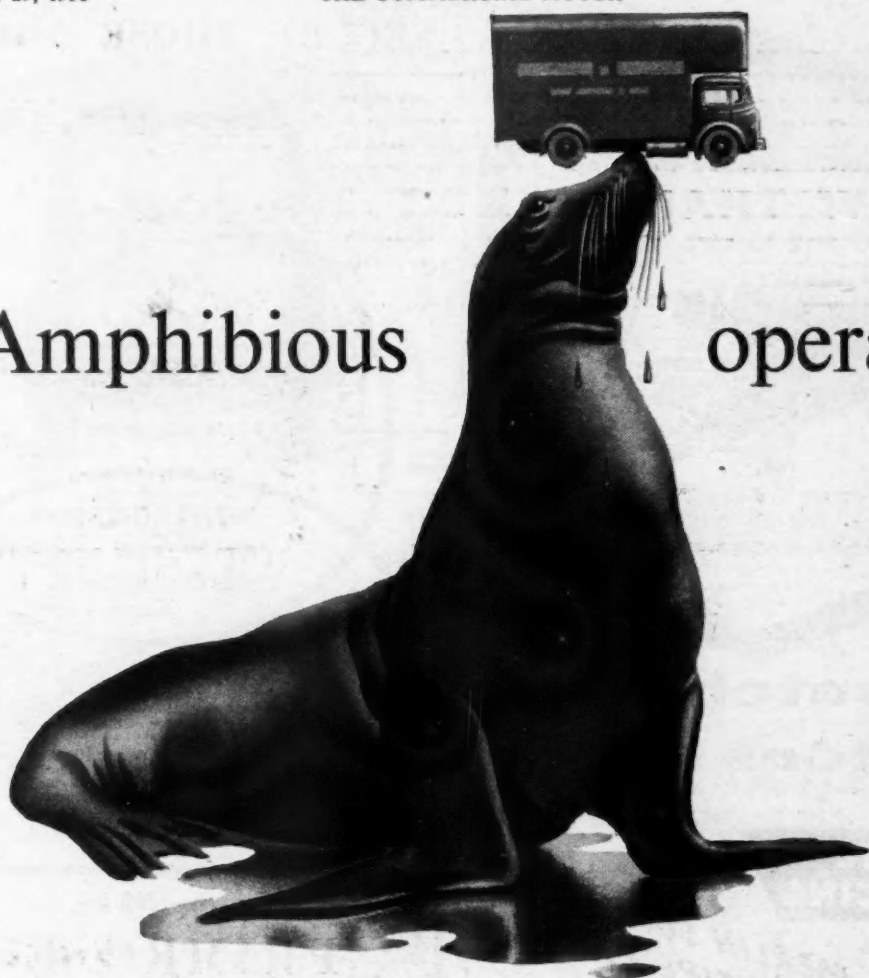
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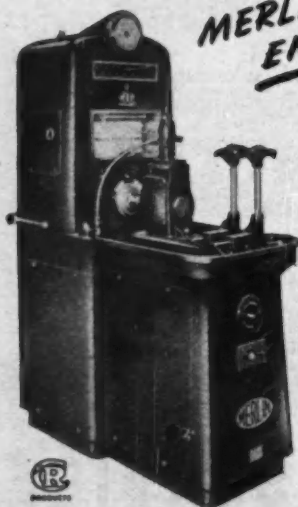
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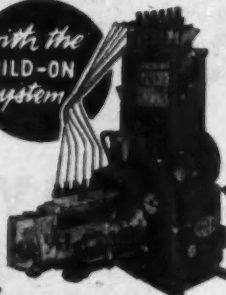
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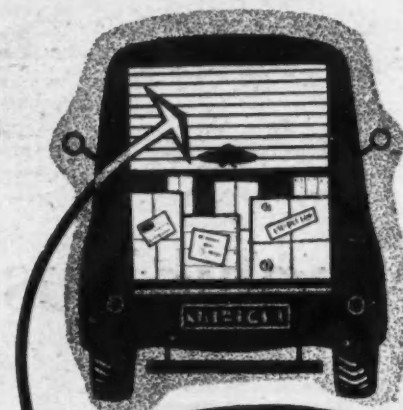
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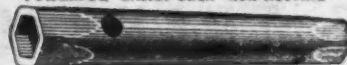
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All-round Attack

LONDON suburban newspapers have recently reported — and, in some instances, supported — violent criticism by local councils and members of the public of London Transport's decision to reduce services to meet the decline of about 10 per cent. in traffic. Their complaints echo those heard all over the country when bus operators are compelled to cut their coats according to the cloth.

They exhibit the usual public antagonism towards change of any kind and ignore its cause. It should be a matter for public gratification that the standard of living has risen so much that many people who formerly had to use buses can now afford to provide their own transport. Bus operators have been more severely affected by the change in social habits than the public, although, to judge by ill-informed comment in the council chamber and in the Press, it would almost appear that they are responsible for it.

Although living standards have improved, passengers remain obstinately reluctant to pay economic fares. Bus operators repeatedly report that increased fares have failed to realize the expected revenue, because resistance by the public has been stronger than was expected. Passengers continue to demand a taxi service at almost pre-war bus fares, and no amount of explanation or persuasion seems to mollify them.

Forbearing

In the circumstances, bus operators show commendable public-spiritedness in trying to meet the grievances of local councils and residents. It is, however, clear that routes cannot be extended or diverted unless paying loads can be guaranteed to justify the extra mileage. Any suggestion that every resident in a town should have a bus service past his door is palpably absurd.

The question is brought into relief by the recent case at Carlisle, where the city council sought the aid of the Northern Traffic Commissioners to compel Ribble Motor Services, Ltd., to divert routes. The council asked Mr. R. H. Addlesee, general manager of Wolverhampton Transport Department and a highly experienced local-government transport officer, to advise them on bus services. Although as an expert on the subject he took Ribble's part, the city council stood by their proposals.

Bus Operators Face Threats from Their Passengers Outside and Their Workers Inside

In doing so, they displayed the usual attitude of local authorities which do not own transport undertakings, and are either blissfully unaware of, or deliberately blind to, the economics of bus operation. Whatever the cause, the result is equally frustrating.

A similar attitude is often adopted towards the construction of bus stations by companies. A bus station is a public amenity that should be provided out of public funds, unless it is of great benefit to the bus operators who are to be forced to use it.

Even where the premises are built by the council, it is questionable whether the full cost of their maintenance should be borne by the operators using the station. The departure fees must be raised out of fare revenue and the housing of bus terminals in stations is of no advantage to the public if, to meet the cost, desirable but uneconomic services elsewhere have to be pruned.

Exasperating

Unreasonable expectations of bus operators by the public are not new, but they are particularly unhelpful at a time of rapid change, when companies are trying desperately to maintain essential services in the face of rising costs and falling margins of profit.

Users are, however, not solely guilty. Even more harm is being done to the future prosperity of public road passenger transport by the employees engaged in it.

Any refusal by bus workers to aid their employers to achieve the economics which alone will keep the undertaking solvent, is a stab in the back. Unlike the public, they cannot plead ignorance as an extenuating circumstance. The position of the London bus operatives vis à vis the reduction of services is still not entirely clear, but it is to be hoped that there will be no deliberate obstruction.

Repeated applications for higher wages are similarly damaging, although they cannot be regarded in quite the same light as obstructing the duties of management. A better standard of living is a natural aspiration, but it cannot be achieved by raising the cost of a service beyond an amount which the public are able or willing to pay. That is what bus workers have been doing for several years and the results are to be seen in drastic reductions in services that must ultimately affect employment.

Rivals or Allies?

WHAT are the chances of helicopters taking over some of the passenger and freight work which is now done by road transport? It must be recognized that they may one day become serious rivals—or valuable allies.

Several recent developments in air transport may be pointers. In Paris, for instance, the Société Générale des Transports Départementaux, a leading express coach concern, foresees the possibility of using helicopters instead of road vehicles between Caen and Le Havre. Although the main object in employing a 15-seat helicopter on the route is to test public reaction, Caen Municipal Council have been quick to appreciate the possibilities and have decided to build a helicopter station in the centre of the town. Other local authorities are expected to follow this lead.

In the haulage field, helicopters have recently been successfully used for carrying materials over rough terrain for large civil-engineering projects. The pioneers of this method are now examining the possibilities of taking abnormal loads off traffic-laden roads and conveying them by air. Manufacturers, too, are thinking along these lines, paying particular attention to pre-fabrication at works. This system, coupled with a helicopter service to the ports, would have great attractions.

Work has begun at Margate on what is probably the first police station in Britain with a specially designed roof for helicopters. Most big local authorities have either started work on helicopter stations or have included them in forthcoming development plans, and this interest has prompted designers to tackle the problems of the freight helicopter with new vigour.

Last month the Building Research Board's annual report made specific reference to special work for helicopters. The report stated: "A preliminary survey has been made of the design requirement for roof-top landing stages. . . . This is important in view of the probable future development in helicopter services."

Individual members of the road transport industry can take little positive action yet, but unless they are to be left behind in the future the position will have to be watched carefully. Possibly the best idea would be for a small committee to be formed to keep up to date with developments, reporting back to the industry periodically. There must be progress whether operators are prepared to meet it or not, and the most natural step forward seems to be increased use of the air. Both the passenger and haulage industries must keep fully abreast of this challenge. It is preferable to come to terms with a new transport development, rather than to pretend its non-existence.

Passing Comments

Oil-smoke Abatement Wins Award

AN unusual prize has been received by the Constructors Transport Co., of California, from the Clean Air Awards Committee of the Los Angeles Air Pollution Control District, for their successful smoke-abatement programme. The company run oil-engined vehicles which have travelled nearly 2m. inter-city miles without any violation of the excessive-smoke regulations, and they are the first hauliers in America to receive an award of this nature.

The vice-president of the company said that to control the smoke of their vehicles they had adopted the recommendations of the California Trucking Associations in addition to their own engine-maintenance and driver-training programmes. These have been extremely successful in ensuring that their equipment did not add to air pollution.

The company enforce tests of each vehicle under full load conditions before it departs from a given terminal. When the engine is found to be running clean the fuel pump and rocker covers are sealed to prevent tampering. These seals are checked at the beginning and end of each trip, whilst air cleaners and air connections are checked at every fuel filling. The air-intake system is completely cleaned at fixed intervals and the fuel-filter element is replaced under regular schedule. At specific mileages injectors are replaced.

Driver training is designed to prevent an engine being driven with the throttle in the maximum open position; furthermore, it must be run at 50-100 r.p.m. below the top governed speed, in all gears and under all driving conditions.

A24

Multi-storey Horse "Parks"

SOME people must have been reminded of the adage that there's "nothing new under the sun" when they read recently in the *Manchester Guardian* of horses being stabled well above ground level in both London and New York. The London stables referred to are at the headquarters of the Civil Service Riding Club near Hyde Park. Here no fewer than 13 horses are kept on the second storey of a mid-Victorian building. Originally the grooms lived on the top floor, the horses on the second, and the ancient coaches were housed off the cobbled courtyard. Today the horses are, inevitably, sandwiched between flats and garages. Apparently the mounts take kindly to the steep ramp leading to their boxes. They are believed to be the highest horses in the country.

New York, however, goes one better. Muzzle, a 20-year-old gelding, lives three storeys up in a Greenwich Village block, and apparently provokes much eye-rubbing among strangers to the neighbourhood who catch it staring wistfully out of its stall window. What is almost equally surprising about the matter is that, in this city of mechanical means for transport, Muzzle is the motive unit for a bakery van.

Using Metal to Best Advantage

COLD heading appears to produce components stronger than the metal from which they are made. The process causes the steel to flow and become compressed, so that the finished part has uninterrupted or uncut flow lines, and is better able to withstand stress vibrations. The process can often avoid additional operations and allow the use of fewer parts, whilst it cuts scrap losses.

Beta Radiation Aids Tyre Construction

IN the construction of a tyre it has been found most important that the adjacent plies in the carcass should be adequately protected by a layer of insulating rubber, which must be applied to the tyre fabric during the process of calendering. Failing this, chafing will occur between the plies and produce a heat build-up in the tyre.

The problem has been how to ascertain and closely control the thickness of rubber, particularly as the fabric has to be coated on each side, and this thickness may be affected by variations due to atmospheric conditions, temperature, etc. The thickness limit must be ± 0.002 in.

To effect this the technicians of the Firestone Tyre and Rubber Co., Ltd., have developed a most interesting non-contact method of gauging which employs a radio-active isotope incorporated in beta gauges. Each gauge consists of a radio-active source on one side of the fabric and a radiation detector on the other. The amount of beta radiation absorbed by the material is thus accurately measured, and is displayed to the calender operator as a thickness.

To coat the fabric on both sides two three-roll calenders are employed in tandem and two beta gauges after each pass ensure that the correct thickness of rubber is applied. The response time from these gauges is almost immediate and is shown on one or more of the four individual indicator dials. Any variation draws the attention of the operator long before the thickness limits are reached.



Much is heard of transport users who expect vehicles to be hanging on a peg, but who would look for one hanging on a hammer? That is what is happening here. A triple-wedged ball-peen hammer made by Stanley Works (G.B.), Ltd., is undergoing a 3,000-lb. load test. The handle is clamped to the hoist tackle and the head supports the weight.

One Hears—

From an advertisement: "There's always a place for a 'National' dustbin."

A suggestion that it should be sent to the Labour Party.

That the White Motor Co. of Oregon is producing lorries and tractors with cabs which can be tilted forward 90 degrees by a manually operated hydraulic device to give full engine accessibility.

That, with the exception of the hydraulic actuation, such cabs have been used for many years in Britain.

Of a tyre magnate who announced that he was going into re-tyre-ment.

That the Mercedes-Benz oil engines, now available in America from Curtiss-Wright, have oil priming pumps to lubricate the cylinders before starting.

Of a hire-purchase "plan" in New South Wales to cover major repairs to motor vehicles—the amount being restricted to £A250, except on approved security.

From heavy hauliers in the U.S.A., that some tubeless tyres with nylon-cord carcasses are giving up to 100,000 miles before retreading—and saving 25 per cent. in costs.

Of a baby in America being exchanged for a late-model lorry worth £1,000.

That the deal attracted strong legal objections.

That some people find the most fatiguing occupation to be watching others work.

That the latest American Ford trucks have "tilt" cabs with wrap-round windcreens and windows almost the full length of the sides.

That a load projecting more than 6 ft. past the rear lights of a vehicle now requires an extra lamp and reflector on the projection during darkness.

Of an amusing traffic incident when the driver of a refuse collector, halted for a long time at a block, produced a discarded hunting horn and almost blasted a way.

That at a road safety meeting in New Bedford, Mass., attended by 40 representatives of hauliers and ancillary users, a vehicle inspector said that 3,288 things could go wrong with a semi-trailer outfit.

That some of our makers may now start counting them at night—instead of sheep.



Gourley: R.H.A. Prepared For High Court Fight

IN an effort to test the 1956 House of Lords decision on the British Transport Commission v Gourley—a case which could have serious repercussions in the transport industry—the Road Haulage Association are prepared to take an action to the High Court.

This was implied on Monday by Mr. R. Morton Mitchell, the Association's chief executive officer, when he commented on the Law Reform Society's report dealing with the issue. Split three ways, the committee had been unable to make any definite recommendation in the case, which involved a surtax payer who was awarded £37,720 costs against the B.T.C. for loss of earnings.

The House of Lords reduced this to £6,695 after taking into account the amount of tax he would have had to pay, and since their decision the danger has arisen of this rule being applied in other applications for damages—in such instances as wrongful dismissal, or for profits lost because compulsory acquisition of premises has interfered with business.

In his statement, Mr. Mitchell revealed that the R.H.A. had already had proceedings pending in the High Court. In that case one of their members had claimed damages for loss of the use of his lorry, and the insurers acting for the defendants had threatened to deduct tax from the amount sought. After long negotiations the R.H.A. went to the High Court, but at that point the opposition gave in and the damages were paid in full.

Intimating that the R.H.A. were still prepared to get a ruling, Mr. Mitchell said: "The opportunity of testing the issue authoritatively in the High Court has been lost for the time being. It may be that insurers are nervous about trying to follow Gourley too far."

He said grave doubts existed in the minds of many people about whether justice had been done in the Gourley case, for there was no way of telling what arrangements a person might make in the future to dispose of his income without paying tax. In fact, there was a theoretical possibility that tax might be suffered twice, because the Inland Revenue were not bound by the decision.

Mr. Mitchell described another

instance where a guilty party had tried to reap financial advantage through the ruling. It was another "loss of use" claim against an insurance concern. They attempted to deduct 8s. 6d. in the £ for tax which would have been paid and relented only when threatened with a writ.

Another Ruling

It was possible that the case of Herring v. B.T.C. might make defendants think twice, because in that issue loss of earnings, suffered through a lorry being damaged, were accepted by Mr. Justice Donovan as a receipt of the plaintiff's business. This meant that the Gourley ruling could not apply in the case.

"It is hoped that the Court of Appeal and the House of Lords will take the first opportunity to clarify the decision in Gourley's case," said Mr. Mitchell.

FOOTNOTE: In the case of Herring v. B.T.C., the judge said an award for loss of profit on a vehicle did not refer to profit on a business, but to an excess of earnings over expenditure on one particular lorry. This might increase the concern's profits when merged with the finances of the whole business, or it might mitigate the loss on the rest of the business. No question of tax arose when compensation was awarded for loss of the net earnings of one section or department of an entire business.

Seven-Day Clacton Tour Refused

THE application by W. Robinson and Sons (Great Harwood), Ltd., for a new seven-day tour from Knutsford to Clacton was refused, last week, by the North Western Traffic Commissioners (*The Commercial Motor*, August 22).

They rejected a submission by Mr. E. A. Whitehead, for the company, that it was not an application for an entirely new tour, but one which had been forced upon them by hotel demands. Mr. Whitehead pointed out that Robinson's already operated a seven-day tour to London and Clacton, but most people did not want to include London.

Mr. W. Blackhurst, for the road objectors, recalled that in the 1930s the Minister of Transport ruled that fantail

tours were directly competitive with express services and were a type of operation not to be encouraged.

He claimed that London services from the north west would be affected, and so would the Clacton via Leicester service operated by Premier Travel, Ltd., linking with Yelloway Motor Services, Ltd.

Giving the decision, Mr. F. Williamson, chairman, said Knutsford was Robinson's key licence, with feeder services from places throughout Lancashire and from parts of Cheshire. Bookings on the London-Clacton service had not been too bad for the first year of operation, and it was likely that there would have been no application if early and late season had been as good as mid-season.

Co-operative Society Get Stern Warning

A PETITION signed by 529 people living on Plymouth's new housing estates was handed to the Western Traffic Commissioners, last week, in support of an application by the Plymouth Co-operative Society, Ltd., for various picking-up points on their coach excursions and tours.

The application was refused after evidence had been given of irregular picking-up of passengers. Mr. S. W. Nelson, chairman of the Commissioners, warned the society that a serious view was taken of the matter—it was the sort of thing which would justify the licences being revoked.

Mr. T. M. N. Bartleet, for the society, said they had about 98,000 members in the Plymouth area, many of whom would naturally want to travel on their coaches. However, complaints had been received that competitors had more picking-up points.

Mr. J. T. Leach, traffic manager, told Mr. Nelson he did not know of any passengers being picked up at unauthorized points. Replying to Mr. G. McMurtrie, for the objectors, Embankment Motor Co., Ltd., Plymouth, he said all the points now being sought were on the existing routes.

Mr. W. A. Forshaw, traffic supervisor, told Mr. McMurtrie that he did not know how many times the society's drivers had picked up passengers in the city. He agreed, however, that passengers for Newton Abbot should not have been allowed to board coaches at Marsh Mills the previous Saturday.

He admitted that when he was a driver he had picked up passengers before 9 a.m., but that had been done on his own responsibility.

Giving the decision, Mr. Nelson said it was extraordinary that although the society had held the licences since 1931, they should have left it so long to apply for extra picking-up points.

ANOTHER A-LICENSEE FACES REVOCATION

ANOTHER licence revocation inquiry is to be held by the Northern Licensing Authority, Mr. J. A. T. Hanlon. On September 23, William Coxon, Ltd., Anfield Plain, Co. Durham, will have to show why their four-vehicle A licence should not be revoked or suspended under Section 13 (1) of the 1933 Road and Rail Traffic Act and Section 9 (4) of the 1953 Transport Act.

It is understood that Mr. W. Benson, of Coxon's, approached the Authority some time ago about changing the normal user of the licence to cover the carriage of steel. He was advised to get a new licence and agreed to do so.

U.S. OUTPUT 24% DOWN

WITH an output so far this year of some 550,000 commercial vehicles, American production is 24 per cent. lower than last year. General Motors' sales have dropped by 19 per cent. and those of the Ford Motor Co. by 39 per cent.

Siddle C. Cook Called to Defend Seven B-licence Vehicles

WHEN Siddle C. Cook, Ltd., Consett, were called at Newcastle upon Tyne, last week, to show why B licences covering seven vehicles should not be suspended or revoked, Mr. J. A. T. Hanlon, Northern Licensing Authority, reserved his decision. He was told that the company had carried steel on the vehicles through a misunderstanding about guarantees made when the licences were granted.

Mr. T. H. Campbell Wardlaw, for the company, said three applications were heard by the Authority in June, 1955, one of them concerning an A licence and the other two dealing with B licences.

In the A-licence case, the original idea had been to seek nine articulated outfits, but after talks with the local Road and Rail Negotiating Committee this was modified to four. The committee had also agreed to additions to the B-licence conditions. One would cover "goods for the Consett Iron Co., Ltd., within 125 miles," and the other would be for "all goods as required for the Consett Iron Co., Ltd."

Thus, the applications were unopposed, so Mr. Cook thought he would not need to attend the hearing and went away on business. However, at the last minute the company were told that a representative would have to be present, and they sent their secretary, a Mr. Logan. At the opening of the case it was clear that they had been taken by surprise, but five requests for an adjournment were refused.

Two A-licence Vehicles

After granting only two A-licence vehicles, the Authority then considered the B licences. The first covered four vehicles acquired from Mr. G. Minnikin two months previously, and existing conditions were: "Coke, tar and empty barrels for the Consett Iron Co., Ltd.; Christmas mails; meat for United Carriers, Ltd.; road and building materials; foodstuffs; furniture and household effects—all within 30 miles."

As these small vehicles were obviously not suitable for carrying steel over long distances an undertaking was given that they would not be used for that kind of work.

The second licence covered two tipper and a platform vehicle for "road and building materials, open-cast plant and machinery—all within 25 miles." These were also small vehicles unsuitable for steel traffic.

After the grant, all the vehicles were used to carry small parcels of steel and silica bricks on short- and middle-distance work. When the brick traffic was lost they turned over to hauling steel to Rotherham and Leeds. It was now the company's intention to surrender four of these vehicles in favour of two eight-wheelers with the same total carrying capacity.

Mr. Wardlaw pointed out that the licences covered "goods" for the Consett Iron Co., and no condition had been imposed forbidding the haulage of steel. Mr. Cook had been gravely worried by

the Authority's action, which had had an adverse effect on his health.

Questioned by Mr. Hanlon, Mr. Cook said it had always been his intention to carry steel on the vehicles. He had made many applications for extra vehicles, but had still been unable to meet the steel company's demands, which meant that other hauliers were doing a great deal of the work.

Meat Containers

Mr. Hanlon pointed out that the Minnikin fleet consisted of a van, two meat containers and a truck which had never before carried steel. Mr. Cook explained that furniture haulage had been continued until they were priced out of the market by part-time hauliers. Foodstuffs and building materials had also been carried occasionally, but the meat containers had been scrapped because they were unfit for use.

Reserving his decision, Mr. Hanlon said he had been told in 1955 that there was no intention of carrying steel, and because the vehicles were so unsuitable he had not doubted this. The company had also declared that they would not change the vehicles' activities, yet now they admitted that steel had been carried for three years, and Mr. Cook said it had always been his intention to do steel haulage with them.

Steel was being taken to Sheffield and Leeds, which he regarded as long-distance work. The company had known quite well in 1955 that a grant for steel haulage would not be made without proof of need being put forward.

NEW DOVER-CALAIS FERRY SERVICE PLANNED

A NEW vehicle ferry service between Dover and Calais is planned by European Ferries, Ltd. They have bought a former tank-landing vessel, the "Empire Shearwater," to start the service, and expect to commence operations before Christmas.

The directors of the company also control Townsend Bros. Ferries, Ltd. They say that the time for the crossing will be 2½-3 hours, with a simple drive-on, drive-off procedure for all types of vehicle.

"NEW" VETERANS TURNING OUT

MANY vehicles hitherto unseen will appear at the second rally of the Historic Commercial Vehicle Club at the A.E.C. works, Southall, Middx, on September 28. London Transport are sending B.43 and four other historic buses from their museum.

Seamarks Appeal for Brighton Service

ALTHOUGH Luton's population keeps increasing, coach licences for coastal work have not kept pace with it. This was claimed by Seamarks Bros., Ltd., Westoning, Beds., when they appealed on Monday against a decision by the Metropolitan Deputy Traffic Commissioner, who had refused to grant a new express licence for services from Luton to Brighton and Worthing.

Mr. J. Barrington, for the company, said the objectors never proved existing facilities at the hearing, yet the Commissioner took them into account when arriving at a decision. The only objectors to give evidence were Travel House (Luton), Ltd. It had already been decided in another appeal that rail connections in London were unsatisfactory for holiday-makers.

For Travel House, Mr. J. Amphlett maintained that they could handle any extra passengers. If the Commissioner had thought extra facilities for Brighton were needed they would have been more generous to Travel House, who already had an express service connecting Luton and Brighton. They were entitled to be treated as the existing operators.

"Not Objectors' Duty"

Mr. Amphlett added that, because Seamarks Bros. had not criticized the objectors' services at the hearing, it was not up to the objectors to prove that their facilities were adequate.

Mr. T. B. Atkinson, for British Railways, London Transport and the United Counties Omnibus Co., Ltd., said there were sound reasons for the application having been refused. It was quite obvious that the Commissioners did not intend to license one express service on top of another.

Mr. E. Duckworth, for Southdown Motor Services, Ltd., suggested that Seamarks Bros. had gathered their witnesses "from the hedges and ditches." These witnesses had approached the company after the application had been made, so they did not influence the matter at all.

Mr. F. A. Bailey closed the hearing to report to the Minister of Transport.

SURVEY ON NEED FOR A TAY ROAD BRIDGE

AN eight-day survey of traffic crossing the River Tay at three points ended last Saturday, and the information gathered from drivers will be used to decide how many vehicles would be likely to use a bridge.

The survey was carried out by Fife County Council, who asked drivers their point of origin and destination, and whether they would use a bridge if one were provided. The police co-operated in the check by stopping cars and lorries.

The council pointed out afterwards, however, that although they wanted to know what sort of scope a bridge would have, it did not mean they envisaged any urgent moves towards going ahead with the project.

Shell Wear Research Vehicle for Geneva

PROBABLY the first vehicle in the world to carry complete recording apparatus to determine the wear of its engine by means of radioactive tracers, a Standard Vanguard estate car from the Shell Research Centre, Thornton-le-Moors, near Chester, is to be shown at the Atoms for Peace Exhibition at Geneva from September 1-13. It will be driven there by Mr. J. R. B. Calow and Mr. J. H. Deterding, who are to present a paper on the application of radiotracers to the measurement of engine wear.

By use of the apparatus, which is on a platform behind the driver, it is possible to follow the effect of changes in driving conditions upon engine wear while the car is actually in motion on the road and without the need for returning to the laboratory.

The vehicle is fitted with piston rings which have been made radioactive in the atomic pile at Harwell. In operation the minute particles of radioactive material wear off and are carried into the sump with the lubricating oil. This sump oil is circulated past a scintillation counter, which records the gradual accumulation of radioactivity and thus translates it into terms of engine wear.

The work has been confined to the measuring of piston-ring wear, but the method is equally applicable to the wear of cylinders, bearings and other engine parts.

B.T.C. RECEIPTS GO DOWN BY £22.6m.

THE carrying activities of the British Transport Commission showed a reduction of £22.6m. in traffic receipts in the first 32 weeks of this year, compared with the corresponding period of last year. Passenger revenue showed a reduction of more than £10m., and freight, parcels and mails a drop of £12.5m.

Traffic receipts from London Transport's road services fell by £9.4m., but revenue from the Commission's provincial and Scottish buses improved by £1.4m. British Railways' passenger receipts declined by £2.6m., although there was a slight improvement in revenue from London Transport railways.

OBITUARY

WE regret to record the deaths of Mr. NORMAN F. JONES, Mr. THOMAS TRUMAN and Mr. H. M. ALDERSON SMITH.

Mr. Jones, who was 66, was managing director of the City Motor Co. (Oxford), Ltd. He had suffered a short illness.

Mr. Truman, aged 47, was a partner in Truman Bros., motor engineers, Shirebrook (Notts). He was the son of Mr. William Truman, who founded Truman's Services, a bus concern which was later taken over by East Midland Motor Services, Ltd.

Mr. Smith was made a director of Lancashire United Transport, Ltd., 10 years ago, and became chairman last May. Before joining the board he had been solicitor to the company for many years.

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Men in the News

MR. G. A. A. HOULTON has been appointed engineer-in-charge, Straddle Carrier Project, of Short Bros. and Harland, Ltd.

MR. H. O. BURR, production manager of the mill and fabric preparation departments at the Fort Dunlop plant of the Dunlop Rubber Co., Ltd., has retired after 48 years' service, all but one spent in the same department.

MR. A. DAY and MR. N. ROBINSON have been appointed joint managing directors of the Willenhall Motor Radiator Co., Ltd. Mr. H. F. DAY, having relinquished the managing directorship, remains on the board in an advisory capacity and as chairman.

MR. F. G. POWELL has become southern branch manager for the Power Petroleum Co., Ltd., in succession to Mr. G. H. LANGLANDS, who has retired. Mr. Powell was formerly district manager at the company's western branch, and he is succeeded there by Mr. G. A. LONG.

MR. E. G. DRAVERS, traffic manager of East Midland Motor Services, Ltd., has been appointed to succeed Mr. F. K. POINTON as general manager of Hebble Motor Services, Ltd. As previously reported, Mr. Pointon is taking over from Mr. S. J. B. SKYRME as general manager of East Midland Motor Services, Ltd.

MR. S. WALKER, who is 65, has retired from the managing directorship of the Laycock Engineering Co., Ltd., but has been appointed vice-chairman, and an additional director of Birfield, the parent company. Mr. W. E. THOMPSON and Mr. K. WALKER have become joint general managers of the Laycock Engineering concern.

MR. HARLOW CURTICE, president and chief executive officer of General Motors, and a frequent visitor to Britain, is to retire next Monday. Mr. FREDERICK DONNER will succeed him as chief executive officer and was on Monday elected chairman of the board. Mr. JOHN GORDON was elected president and chief operating officer.

"Competitors Fired My Vehicle"

A FURNITURE remover told the Northern Licensing Authority, last week, that he suspected malicious competitors of having set fire to his only vehicle.

"The police put the fire down to children playing with matches, but they were all at school then," declared Mr. D. H. SCRIVEN, Marton Road, Middlesbrough. "It was not insured against fire, my assets were gone, and I had to start from scratch."

Mr. Scriven was applying to Mr. J. A. T. HANLON for permission to use a 2-ton 17-cwt. vehicle for general removals on Teesside within a 15-mile radius of Middlesbrough. In reply to questions by Mr. Hanlon he admitted that he had already used the vehicle for removals.

Coach Operator Fined on Hours Charges

FOR allowing a coach driver to work excessive hours, Christopher Burgess, Blenheim Terrace, Scarborough, was fined a total of £8, with £8s. costs, at Scarborough last week. Burgess, proprietor of Sea Crest Coaches, Scarborough, was summoned under the 1930 Road Traffic Act.

Mr. Ernest Wurzel, for the Yorkshire Traffic Commissioners, said on April 28 the driver, Harry Symmonds, took a private party to Oxford from Scarborough, leaving at 5 a.m. and arriving at noon. The return journey began at 5.30 p.m. and was completed at 1.30 a.m. With two 30-minute breaks each way, he had worked three hours in excess of the 11 hours permitted.

On June 4 Symmonds went to Chester, leaving Scarborough at 5 a.m. and arriving at his destination at noon. He started back at 5.30 p.m. and arrived in Scarborough at 12.30 a.m. There were similar breaks on this journey, which meant that he had worked 13 hours with only 4½ hours' continuous rest instead of 10.

Mr. Wurzel said that when Burgess was questioned he explained: "I thought that as long as a coach driver had five hours' clear rest and normal breaks it was a spread-over of 16 hours."

Mr. J. W. Secker, defending, submitted that it was not a case of either an owner slave-driving his employee, or an employee willingly overworking regularly and dangerously.

Symmonds was fined £2.

PAY CLAIM CONSIDERED

A CLAIM for an increase of 6d. an hour for all workers in the vehicle bodybuilding industry is being considered by the employers. They were approached last week by the National Union of Vehicle Builders and agreed to give their reply as soon as possible. It is believed that their views on the claim will be made known within a month.

The Union have based their claim mainly on the cost of living and comparisons with other trades.

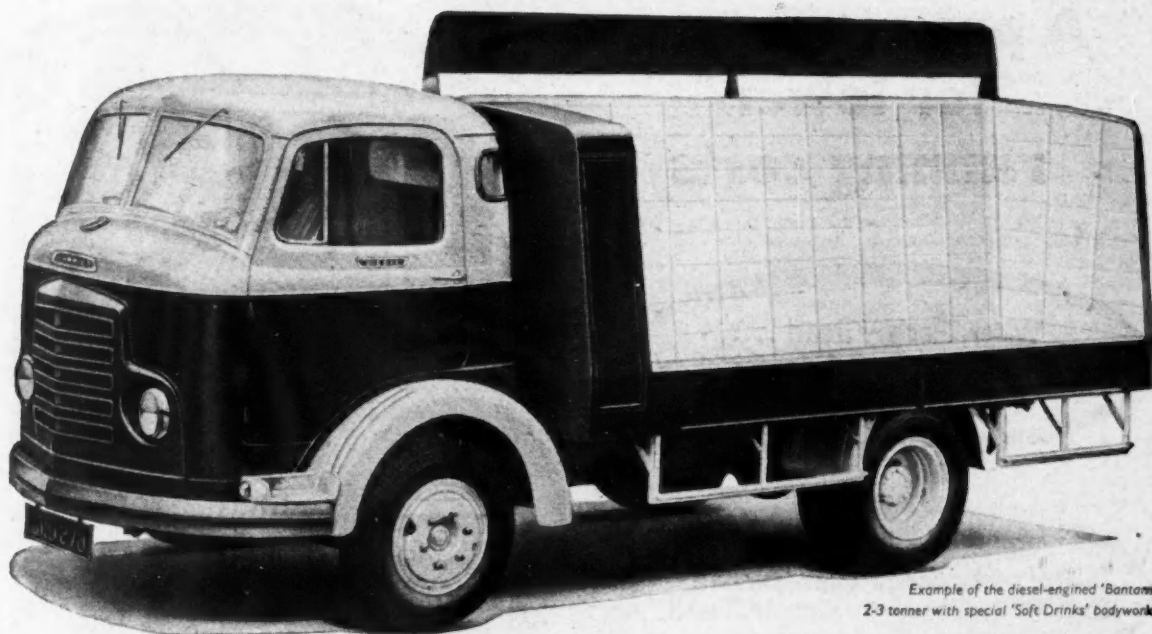
Appearing for two objectors, Mr. T. H. Campbell Wardlaw said he could not remember any other applicant ever admitting so freely that he had broken the law. Mr. Scriven was a menace to established furniture removers in Middlesbrough, and had produced no figures or evidence to support his application.

Adjourning the case for figures and supporting evidence to be produced, Mr. Hanlon said Mr. Scriven had obtained a licence quite properly in 1956, but he should not have used another vehicle. A short-term licence would be granted for carrying household effects from auction rooms and shops within a 15-mile radius, but there would be serious consequences if any household removals were undertaken.

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low-load 2-3 tonner

with choice of petrol or diesel engine



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EASY to handle, extremely economical, and with a high degree of driver comfort, this quality-built truck, available with alternative wheel-bases, will give thousands of miles of trouble-free service. Ask your Dealer for illustrated Brochure.

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- Full forward control with over 11' bodyspace on 8' 2" w.b. chassis; over 14' on 10' 2" w.b. chassis.
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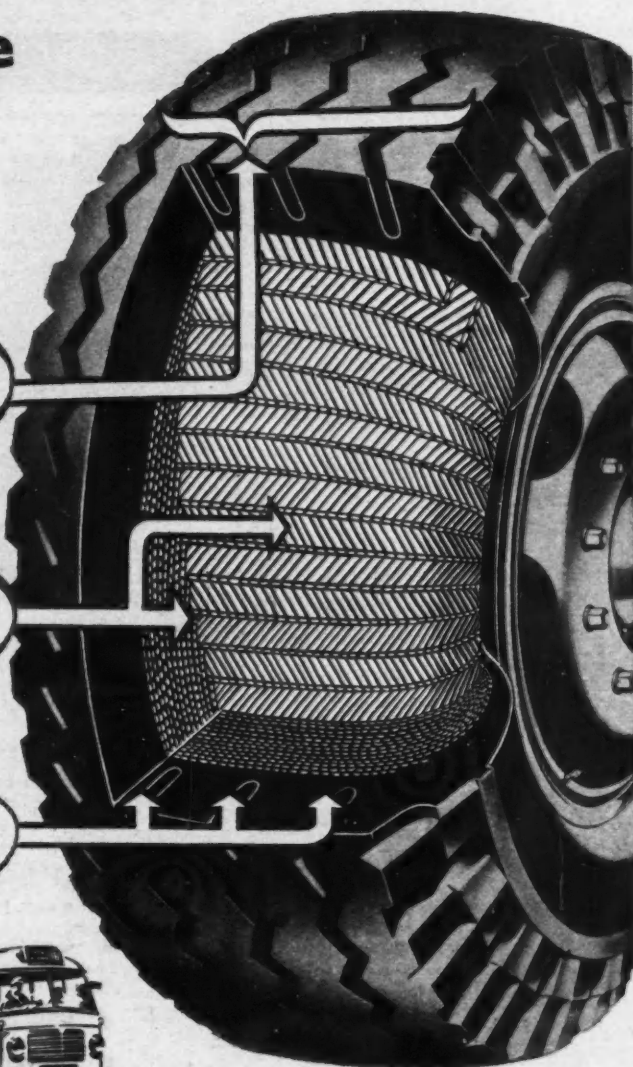
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Carnforth Coach Point Strongly Opposed: Counter Applications

STRONG opposition faced Florence Motors, Ltd., when they applied for permission, last week, to pick up and set down passengers at Carnforth on north and south-bound tours from Manchester, Morecambe, Carlisle, Kendal, Keswick, Penrith and Windermere.

There were objections by Ribble Motor Services, Ltd.; Scottish Omnibuses, Ltd.; W. C. Standerwick, Ltd.; Scout Motor Services, Ltd.; Western S.M.T. Co., Ltd.; and Batty-Holt Touring Services, Ltd. In addition, Ribble and Auty's Tours, Ltd., applied for similar facilities at Carnforth. A representation was made by Spencer Tours (Manchester), Ltd., that, in the event of a grant, Carnforth should be made common to all operators who applied, as was the case with Knutsford.

For Florence Motors, Mr. S. Moss said their tours started on Sunday mornings when there were no buses or trains available in the area. All their coaches passed through the town, and they had had repeated requests for passengers to be picked up and set down there. No other operator went anywhere near, so they did not recognize any similarity between Carnforth and Knutsford.

Mr. H. Backhouse, for Batty-Holt, said it was feared that a grant would create another common point similar to Morecambe, which would enable Florence to link their five northern and two north-western licences. Because of the obscurity and complexity of linking in the north, the Carnforth grant might lead to abstraction from south-bound tours.

Mr. A. R. Jones, Batty-Holt's manager, said a check had been made outside Florence's Morecambe garage, which showed that about the same number of people left on the main tours as arrived on the feeder services. Only a few people were carried from Carnforth and Morecambe.

To this, Mr. Moss claimed that it was impossible to assess accurately the numbers arriving and departing on moving vehicles. He called seven independent witnesses to give evidence of the difficulty in getting from Carnforth to Lancaster or Morecambe by 8 a.m. on Sundays.

Mr. F. D. Walker, for the Ribble group, said they had opposed all applications to pick up at Carnforth, because extended tour operators must inevitably draw passengers from beyond their licensed catchment area. However, in fairness to Florence it must be said that the stage services to Carnforth on Sunday mornings were poor. Ribble were forced to make a counter application for fear of being ousted from the area.

Mr. Backhouse submitted that, because of the complexity of the Florence licences in the Northern Area, it was impossible for other operators to find out what operations were being undertaken.

Granting the application, the chairman, Mr. F. Williamson, said the Commissioners considered that a perfectly adequate case had been made out.

The Ribble application had still to be heard.

No A Licence for Egg Hauliers

DETAILS of egg traffic carried by J. and W. Watt, Ltd., Carlisle, were given at Newcastle upon Tyne, last week, when the company unsuccessfully applied for two new A-licence vehicles. The Northern Licensing Authority, Mr. J. A. T. Hanlon, was told that if their application were granted they would surrender a contract A licence.

Objections were lodged by the British Transport Commission and Robinson Transport (Carlisle), Ltd.

For the applicants, Mr. T. H. Campbell Wardlaw said the two vehicles required would have a total unladen weight of 9 tons, with a normal user covering agricultural products and requisites for Southern Scotland and England.

Mr. J. Bainbridge Watt, a director, said four or five vehicles were now engaged in carrying eggs to Newcastle, Peterborough, Amesbury (Wilts) and London for the West Cumberland Farmers' Trading Society. They also served packing stations at Barrow in Furness, Dumfries, Castle Douglas, Newton Stewart, Stranraer and Kilmarnock, besides carrying for the Express Dairy Co., Ltd., Appleby, and the Lunesdale Farmers' Society at Kendal and Lancaster.

Answering Mr. E. Bliss, for Robinson's, he said they were not losing money under

the present arrangement. He agreed that without the exclusive use of two vehicles the West Cumberland farmers would not get the same service in egg carriage.

For the B.T.C., Mr. J. Booth submitted that there was no evidence of need for additional facilities. Mr. Wardlaw countered by claiming that a prima facie case had been made out.

Refusing the application, Mr. Hanlon said there was no evidence that the existing contract between Robinson's and the West Cumberland farmers would be ended. Until the traffic was brought into the open market the society would have to continue using Robinson's vehicles. He was not satisfied that a case had been made out for a grant.

RAILMEN BLAME PUBLIC

LACK of public support has been blamed by the Newcastle upon Tyne district council of the National Union of Railwaymen for the need to curtail railway services. In a statement issued after a meeting last week, the council said that it was "farical" that local authorities had to build bus stations for the use of profit-making bus companies, whilst the railways had to provide stations at their own expense.

Road Services to Take Over in East Anglia

SUBJECT to the Traffic Commissioners' approval, the Eastern Counties Omnibus Co., Ltd., are to provide road services to replace the Midland and Great Northern joint line of British Railways in East Anglia.

Further bus services will operate between Peterborough, Wisbech, King's Lynn, Melton Constable, Yarmouth and Norwich. They will involve additional mileage of more than 500,000 a year by Eastern Counties.

Lincolnshire Road Car Co., Ltd., are to operate extra buses between Spalding and Saxby. Both companies are owned by the British Transport Commission.

Proposals for closing the railways will be submitted to the appropriate Transport Users' Consultative Committees on September 15.

Some lines are to remain open to freight traffic, but certain intermediate stations will be closed. The lines concerned are: Spalding to Sutton Bridge; Peterborough to Wisbech (North); King's Lynn to South Lynn and South Lynn to Gayton Road; and Melton Constable to Norwich (City).

On September 15, Danby Wiske station, in the North-Eastern Region of British Railways, will be closed and converted to a public delivery siding to deal with full wagon loads not requiring road collection or delivery. Smalls and parcels will be handled by railway cartage vehicles operating from Northallerton.

Buses will take over from the railways between Otterington and Cowton on the same day.

NO LICENCE FOR LORRY: £40 FINES IMPOSED

AFTER buying a B-licence lorry from a widow, G. Baxter (Haulage), Ltd., Sheffield, used the vehicle before the licence had been transferred, Sheffield magistrates were told last week. The company were fined £1 on each of 20 summonses for running an unlicensed vehicle, and the widow, Mrs. Nellie Darnell, Mansfield Road, Chesterfield, was fined similar amounts for aiding and abetting.

Mr. M. H. Waite, defending, explained that the sale was made after Mrs. Darnell's son had been burned when one of her two vehicles overturned at a rubbish tip. Baxter's agreed to buy one of the lorries, subject to a transfer being granted by the Yorkshire Licensing Authority.

However, although the application was made in January, the case was not heard until May 20, and meanwhile the company used the vehicle with Mrs. Darnell's consent.

WOMEN WANT EQUAL PAY

A DEMAND for equal pay for 190,000 women workers in the engineering industry, involving an increase of 24s. 6d. a week, was submitted last week by the unions to the Engineering and Allied Employers' National Federation.

Details of £1,370,000 Bus Order Announced

DETAILS have now been issued by Scottish Omnibuses, Ltd., of their £1,370,000 order for 288 new vehicles. The company said the order reflected their policy of providing passengers with "the most modern fleet in Britain." They are to acquire 104 single-deck vehicles and 184 double-deckers.

Scottish Omnibuses, Ltd., will have 45 A.E.C. Reliance single-deckers, 25 of them with 41-seat dual-purpose bodies by Park Royal Vehicles, Ltd., and the remainder 38-seat coaches by W. Alexander and Sons, Ltd. In the double-deck field they will have 27 Bristol 60-seat Lodekkas on 27-ft. chassis, with bodies by Eastern Coachworks, Ltd.

W. Alexander and Sons will put their own bodies on 30 Leyland Tiger Cubs and 20 A.E.C. Reliance chassis, all of them dual-purpose 41-seaters. They will also build the coachwork on 20 67-seat Leyland PD2 30-ft. double-deck chassis, but Eastern Coachworks will handle their other 30 double-deckers — Bristol Lodekkas.

The Western S.M.T. Co., Ltd., are to have only nine single-deckers, compared with 76 double-deckers. Alexander's will fit 41-seat dual-purpose bodies to the nine Guy L.U.F. chassis. All the double-deckers will have doors, and 49 will be 30-ft. Leyland PD2 models—29 by Alexander's and 20 by the Northern Counties Motor and Engineering Co., Ltd. The rest will be Lodekkas by Eastern Coachworks.

The Central S.M.T. Co., Ltd., are to have 25 Leyland PD2 27-ft. double-deckers, all 59-seaters. Alexander's will handle 15 of them, and the rest will have Northern Counties bodies.

Highland Omnibuses, Ltd., will take six double-deckers, but the make has not yet been decided.

B.M.C. MAKE SMALL P.S.V.

THE Austin Omnicoach and Morris Minibus have been modified by the British Motor Corporation to make them conform with the regulations covering public service vehicles.

The side entrance door has been retained, in conjunction with a patented automatically operated step which folds down when the door opens. The rear door is retained for emergency use. Eleven passengers can be accommodated, and when the passenger seat beside the driver is removed there is space for luggage. A heater and demister unit is standard equipment.

The price, in primer, without lettering, is £677 10s.

NEW STANDARD PREMISES

PREMISES covering 160,000 sq. ft. have been leased on the Slough Trading Estate (Bucks) by the Standard Motor Co., Ltd. Between 300 and 400 people will be employed there before the end of the year.

Facilities for major repairs to cars and commercial vehicles will be provided, besides a complete range of spare parts.

The new small public service vehicle produced by the British Motor Corporation, which is described on this page.



Newcomer Seeks Livestock Work Done by Former Employer

AFTER working three days as a driver for a livestock haulier, Mr. M. A. Curtin, Wolley Hill Farm, Hollingworth, near Glossop, bought his own vehicle and got support from farmers to whom he had been delivering. This was stated at Manchester, last week, when Mr. J. R. Lindsay, North Western Deputy Licensing Authority, heard Mr. Curtin's application for a new B licence to carry livestock within 50 miles of base.

There were five road objectors, together with British Railways, who all claimed that existing facilities were adequate. The application, which was supported by six witnesses, was adjourned after Mr. Lindsay had found that there was a case to answer.

In evidence, Mr. Curtin said he had bought a C-licence vehicle with the express purpose of carrying livestock for other people. He intended to take it to local markets in the hope that he would be given cattle to carry back. At present, farmers were having to pay outside hauliers to come into the area because they had no carriers locally. They had found difficulty in getting vehicles at short notice.

Mr. H. Brightmore, vice-chairman of Hadfield Co-operative Society's board of management, said they had employed one of the objectors for several years to carry their livestock, but now Mr. Curtin had offered to do the work cheaper. The society's policy was to employ the cheapest operator, and they intended to give him all their work if the application were granted.

Answering Mr. Lindsay, he said they had never told their present haulier, Mr. Robinson, that his charges were excessive, or that their butchery manager had advised them to change hauliers.

For the road objectors, Mr. J. H. Dunkerley pointed out that the application was designed to abstract traffic from a haulier who had worked for years without receiving a complaint. The society should have approached him.

After Mr. Dunkerley's submission that there was no case to answer had been overruled, evidence was given by Mr. W. E. Williams, who controls Mr. Robinson's business. He recalled that Mr. Curtin had worked for him two days of one week and one day of another, and had then put in his application, supported by a petition from the farmers he had contacted.

MUNICIPAL OPPORTUNITIES

Lichfield Rural District Council require a Land-Rover.

York City Council are to buy an S.D. refuse collector.

Horsham Urban District Council are to acquire a 4-tonner.

Carmarthen Town Council are to purchase a 15-cwt. van.

Carmarthenshire County Council are to purchase a 3-4-tonner.

Warrington Town Council seek to acquire a Lacre sweeper.

Windsor Urban District Council are to buy a gully emptier and a sweeper.

Heywood Town Council may seek tenders for the supply of a Thames 5-cwt. van.

Oldham Town Council are to buy an Austin 30-cwt. van from the General Motor Co., Ltd.

Ravenshall Transport Committee wish to buy an Austin van from Messrs. Cordingley and Sons.

Glasgow Transport Department require tenders for the supply of a 3-tonner and an Austin Omnivan.

Northumberland County Council are to obtain two sweepers, two 3-4-tonners and three 5-6-tonners.

Bolton Town Council are recommended to acquire a Karrier refuse collector from Rootes, Ltd.

Dewsbury Corporation are advised to purchase a Scammell refuse collector from R. Winn (Batley), Ltd.

Northants County Council wish to buy two Bedford B-type tenders and a dual-purpose appliance.

Crook and Willington Urban District Council seek tenders for the supply of a Karrier Bantam refuse collector.

Gellygner Urban District Council are to purchase a Karrier Bantam refuse collector and a Karrier-Yorkshire sweeper.

Manchester Cleansing Committee seek to obtain two 10-ton articulated vehicles from Rootes, Ltd.

The watch committee are to order an Austin van.

Peterborough City Council are advised to buy a refuse collector from Adams Garage (Peterborough), Ltd., and two Morris 5-cwt. vans from G. K. Hunter, Ltd.

Bury Town Council are recommended to acquire a Commer 15-cwt. from Moorwell Motors, Ltd., two 2-ton and one 3-ton Thames tippers from Furrows, Ltd., and a Scammell 6-tonner.

Swinton and Pendlebury Borough Council are recommended to buy a Thames 4-tonner from Heywood Motors, Ltd., and a Bedford 10-12-cwt. van from Hill's Garages (Manchester), Ltd.

Little Opposition to Normal User Change

ONLY the British Transport Commission objected at Manchester, on Tuesday, when J. W. Ray (Transport), Ltd., Buxton, asked for the normal user of three B-licence and two A-licence vehicles to be changed. The existing user was: "General goods, 25 miles; lime, limestone and their products to the Midland counties." Ray's wanted to add South Wales, London and occasional journeys to Scotland.

Mr. J. A. Dunkerley, for the company, said one of their biggest customers had moved from Birmingham to Brynmawr, South Wales. They were also having to make occasional journeys to Scotland and London. If the application were granted the work would not alter much.

He said Ray's also wanted to substitute one large vehicle for two small lorries operating on contract-A licence to South Wales for Imperial Chemical Industries, Ltd. This would be a more economical proposition and would save some expenditure on wages.

Mr. R. Crow, for the B.T.C., considered that the destination and the product to be carried should be defined with accuracy. The substitution was not opposed, but the B.T.C. thought "South Wales" should be deleted in favour of "Brynmawr."

Ray's agreed to the amendment, and Mr. J. R. Lindsay, North Western Deputy Licensing Authority, granted the applications.

TRANSPORT EQUIPMENT AT PUBLIC WORKS SHOW

A BIG turn-out of commercial-vehicle manufacturers will be seen at the Public Works and Municipal Services Congress and Exhibition at Olympia from November 10 to 15. This will be the biggest show of its kind, with nearly 400 exhibitors altogether.

The organizers expect that the number of overseas visitors will be larger than in 1957, when representatives from 80 countries toured the stands. Most of the equipment displayed will be available for export.

The exhibitors will include:—

A.E.C., Ltd.; A.C.V. Sales, Ltd.; Aveling-Barford Group; John Blackwood Hodge and Co., Ltd.; Blaw Knox, Ltd.; E. Boydell and Co., Ltd.; J. Brockhouse and Co., Ltd.; C.A.V., Ltd.; County Commercial Cars (Sales), Ltd.; Cummins Engine Co., Ltd.; Dennis Bros., Ltd.; Eagle Engineering Co., Ltd.; Euclid (Gt. Britain), Ltd.; Foden's, Ltd.; Ford Motor Co., Ltd.; Glover, Webb and Liversidge, Ltd.; Sidney Hole's Electric Vehicles; International Harvester Co. of Great Britain, Ltd.; Karrier Motors, Ltd.; Lacre Lorries, Ltd.; Lewin Road Sweepers, Ltd.; Leyland Motors, Ltd.; Joseph Lucas (Sales and Service), Ltd.; Mathew Bros.; Morris Motors, Ltd.; Motor Rail, Ltd.; Jack Olding and Co., Ltd.; F. Perkins, Ltd.; Ransomes and Rapier, Ltd.; Reliance Trucks, Ltd.; Roadless Traction, Ltd.; Rolls-Royce, Ltd.; H. A. Saunders, Ltd.; Scammell Lorries, Ltd.; Shelvoke and Drewry, Ltd.; J. H. Sparshatt and Sons (Southampton), Ltd.; Telehoist, Ltd.; Transport Equipment (Thornycroft), Ltd.; Vauxhall Motors, Ltd.; F. W. Wheatley (Trailers), Ltd.; Whitlock Bros., Ltd.; and the Yorkshire Patent Steam Wagon Co.

GARAGE'S NEW NAME

THE name of Hatton Cross Garage, Ltd., a subsidiary of the Kenning Motor Group, has been changed to Kennings (Feltham), Ltd.

FORTHCOMING EVENTS

September 8-12.—Municipal Passenger Transport Association Annual Conference, Blackpool.
September 26-October 4.—Commercial Motor Show, Earls Court, London.
September 29.—Passenger Vehicle Operators' Association Annual Dinner, Grosvenor House, London, W.1.
October 2-12.—Paris Show.
October 7-9.—National Safety Congress, Bridlington.
October 8.—National Association of Furniture Warehousemen and Removers' Conference, Park Lane Hotel, London, W.1.
October 13-15.—Road Haulage Association Annual Conference, Torquay.
November 5-16.—Turin Show.
November 10-15.—Public Works Exhibition, Olympia, London.
November 13.—Public Transport Association Annual Dinner, Connaught Rooms, London, W.C.2.
February 5-14.—Amsterdam Show.
May 24-30.—International Union of Public Transport Congress, Paris.

Cylinder Liner Made Radioactive

AT the laboratories of Esso Research, Ltd., near Abingdon, Berks, radioactive engine components as big as cylinder liners are now being fitted into engines for studying wear in vehicles on the road. Previous work with this radiotracer method has mainly been with the smaller engine parts—piston rings, bearings and the like. The advantages of the method have encouraged Esso Research to devise special techniques for overcoming the difficulties of installing as large an engine component as a cylinder liner.

The engine components are made radioactive in an atomic pile at Harwell. Once installed, the radioactivity of the liners is effectively screened off by the mass of the engine, but special ways of handling the liners while the engines were being built up had to be devised. Long-handled tools were produced so that the manipulations could be made from a distance of about 3 ft., where, with the levels of radioactivity used, radiation would be harmless.

Chief advantage of the radiotracer technique is the shorter time needed to obtain significant results. Tests can be made after only 20 minutes' running because as little as one millionth of a gram of wear particles can be detected as they accumulate in the sump oil.

With the more conventional methods of determining wear—by micrometer measurement or weighing of engine parts—the engine has to be run for many hours to produce measurable wear.

"FARE ON NEW HOSPITAL ROUTE MUST BE 3s."

A NEW bus service connecting Todmorden with the three main hospitals in Halifax was approved by the Yorkshire Traffic Commissioners on Tuesday, but they ruled that the operators—Turner Bros. (Todmorden), Ltd.—must charge a return fare of 3s. instead of the proposed 2s. 6d.

Mr. Michael Scott appeared for the objectors, Halifax Corporation and Halifax Joint Omnibus Committee. He said they had every sympathy with hospital visitors, and the objection was just a matter of principle on the part of municipal operators.

London Busmen Given "Go Slow" Formula

ADVICE on how to operate a "work to rule" programme is being circulated to staff at 114 London Transport garages. This follows a meeting of the busmen's negotiating committee on Tuesday, who decided that crews should not accept any instructions from L.T.E. officials which would conflict with their rights under existing agreements.

Only Mr. Frank Cousins, general secretary of the Union, can countermand the committee's six-point plan for a go-slow movement. The programme contains such advice as: "Do the job in reasonable comfort and do not be hurried or harried." It also instructs that all scheduled meal reliefs should be adhered to, and that a careful check should be kept on standing passengers.

Particular attention is paid to travelling time allowed for a busman to leave the garage and take over his vehicle, and there is an instruction that vehicles shall not be turned round before reaching their destination, except by the police.

(See also page 131.)

OIL FOR LINER TRAVELS ROAD-SEA

ON Wednesday the Mobil Oil Co., Ltd., shipped 10,000 gal. of lubricating oil from their Birkenhead works to Belfast for the R.M.S. Pendennis, a luxury liner with which the Union-Castle Line are to replace the Arundel Castle and which is due to begin her maiden voyage on January 1 next year.

The oil, in drums, travelled on Albion articulated vehicles provided by Ulster Ferry Transport, Ltd., which crossed the sea by the vehicle ferry from Preston. The consignment was the second of its kind from Birkenhead to complete the initial filling of the main turbines and turbo-generators of the Pendennis Castle. In addition, 2,500 gal. of oil will be shipped for the Diesel generators.

MORE PAY FOR DRIVERS

THE Transport and General Workers' Union report that the following wage increases have been negotiated:

Pease Transport, Ltd., 7s. a week on the basic rates of adults, with proportionate advances for juniors and an extra 1s. per period for subsistence allowance; lorry drivers in the iron and steel scrap industries; 5s. a week; operating and ancillary workers of British Road Services, 5s. 10d. a week for adults and proportionate advances for juveniles; and transport workers of Tarmac, Ltd., 5s. a week, with an extra 1s. subsistence allowance.

NEW EXIDE BATTERY WORKS

A NEW factory for the manufacture of Exide automotive batteries has been opened in Salisbury (Africa) by the Chloride Electrical Storage (C.A.) (Pvt.) Co., Ltd. Batteries produced there will be marketed in Rhodesia and Nyasaland.

The plant covers more than 20,000 sq. ft., and is equipped with the latest machinery and moulds.



Ribble Motor Services, Ltd., hope to have 25 one-man-operated buses working next month. The vehicles have a half-door to the left of the driver's seat and he works a Setright ticket machine and Syro change-giving machine. The windscreen bears a "pay as you enter" signal. In this picture, a passenger is receiving change from the Syro machine.

Ulster Freight Rates to be Increased

ROAD and rail freight rates charged by the Ulster Transport Authority are to go up by five per cent. on September 8. This will be the balance of a 15 per cent. rise granted two years ago—an increase of only 10 per cent. was applied at that time.

Passenger fares, which went up by five per cent. last year, will not be changed. These fares are already at the maximum allowed by the Transport Tribunal, and special permission would have to be obtained for any revisions.

A few weeks ago it was announced that wage increases for road freight workers would cost the Authority £21,000 a year.

HOURS CASE: £59 FINES

FINES totalling £59 were imposed at Selby, last week, on H. Campey and Sons, Ltd., Thorpe Willoughby, when they admitted allowing drivers to exceed the maximum permitted hours. Six drivers were fined for the offences, and one of them was also fined £5 for altering an entry in his records with intent to deceive.

Mr. E. Wurzel, prosecuting, said all the drivers seemed to have been under the impression that they did not need to record journeys with empty vehicles. As a result, many journeys did not appear on their sheets.

GLASGOW BUS CUTS?

THE possibility of cutting some bus services is to be examined by Glasgow Transport Committee, Cllr. J. Bennett, convenor, stated last week. He forecast a deficit of £621,000 in the present financial year after setting aside £150,000 for the repayment of a loan.

C.T.B. SEEK ENGINEER

THE Ceylon Transport Board have advertised a vacancy for a chief engineer. They are seeking a qualified man of at least 35 able to organize and maintain a fleet of 3,000 vehicles and ancillary garages and workshops. Applications should reach the Board at 200 Kirula Road, Colombo, 5, by September 8.

B2

Eire Hauliers Urge End to "Pirates"

THE appointment of full-time mobile officers to hunt for unlicensed hauliers in Eire was one of the suggestions put forward to the country's Minister for Justice, last week, by a joint deputation from the Public Transport Development Association and the Licensed Road Transport Association.

Delegates urged that there should be one officer for each county, whose sole purpose would be to ensure that vehicles were properly licensed. The Minister was told that, although no accurate figures were available, it was thought that there were hundreds of unlicensed operators in the country.

The deputation stressed that if matters did not improve, licensed services, particularly to the remoter parts of Eire, would be affected. They were told that their suggestions would be considered.

Representatives of the L.R.T.A. have also met the Minister for Industry and Commerce, who told them that a systematic examination of road transport merchandise licences had now been completed.

Girling Produce Heavy Air Brake

A HEAVY-DUTY S-cam brake for air operation, designed for public-service vehicles, four- and multi-wheeled goods vehicles and trailers, has been produced by Girling, Ltd. The company claim that the S-form of the cam maintains a uniform effective radius irrespective of facing wear, and that the brake is more efficient than existing cam types.

Adjustment for wear is by means of a slack adjuster or a system of levers on the end of the camshaft. Spring detensioners are incorporated to facilitate removal of the shoes. Brake sizes are 15½ in. by 4½ in. at the front and 15½ in. by 7 in. at the rear. Facing thickness is ½ in.

The backplate is a malleable iron casting which carries the shoe anchor pins and the camshaft bearing. The twin-webbed shoes are made from steel plate and their application by the S-cam is through rollers to reduce friction losses. Torrington needle-roller bearings are provided for the camshaft when the brakes are intended for public service vehicles; otherwise plain bearings are fitted for lower cost.

When reboring of the worn drums becomes necessary, larger rollers may be fitted to enable full wear to be obtained from oversize facings. Shoe anchor pins are chromium-plated and the shoe bearings may be lubricated.

Another Girling development is a system for hydraulic throttle control.

BIGGER BUS DEPOT PLANNED

THE area covered by Birmingham Corporation's bus repair depot at Tyburn Road, Birmingham, is to be increased by about 25 per cent. The depot was built in 1929 and enlarged nine years later. Plans were then made for further extensions when the change-over from trams to buses was completed, but these proposals were shelved because of financial restrictions.

Micrograms . . .

Handling Problems: A Materials Handling Convention is to be staged by the Institution of Production Engineers at Brighton from October 13-15.

£200,000 Improvement: A £200,000 scheme to improve Streatham High Road and Streatham Hill, London, will start shortly and be completed next year.

Perkins Venue: Members of the Midland Centre of the Institute of Public Cleansing will hold their autumn meeting at the works of F. Perkins, Ltd., Peterborough.

German Output Drops: Production of goods vehicles in Western Germany in the first half of this year was 3.3 per cent. lower than in the corresponding period of last year.

N.A.F.W.R. Conference: The autumn conference of the National Association of Furniture Warehousemen and Removers will be held on October 8 at the Park Lane Hotel, Piccadilly, W.1.

B.R.S. Tell Users: A colourful 16-page booklet describing their new London teleprinter centre and nation-wide teleprinter service is being distributed by British Road Services to traders and manufacturers.

Brake Testing: Girling, Ltd., on Monday inaugurated in Birmingham the first of a number of brake-testing weeks.

Thames Demonstrations: Many Thames models will be exhibited at Reading next week, when Gowings, Ltd., hold a special demonstration week.

Bigger Commer Plant: The Commer and Karrier factory at Dunstable is being extended by a fifth. The work is expected to be completed by next summer.

Loader Distributors: Alfred E. Neale and Son, Ltd., London Road, Hertford, have been appointed distributors for Mackness loaders for Hertfordshire, Cambridgeshire and Essex.

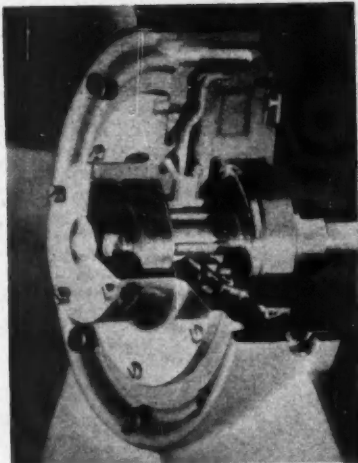
Date in Hull: The Yorkshire (Hull and East Riding) Division of the Traders' Road Transport Association, will hold their annual dinner at Hammonds Restaurant, Hull, on October 17.

Name Changed: The name of Jowett Cars, Ltd., has now been changed to Jowett Engineering, Ltd., to facilitate future activities. Supplies of spares for Jowett vehicles are not affected.

Better M.P.G. by Using Magnetic Fan Drive

A CLAIM has been made by S. Smith and Sons (England), Ltd., London, N.W.2, that the use of their magnetic-particle coupling for a radiator cooling fan may improve the fuel-consumption rate of a vehicle by 5-10 per cent. At the Commercial Motor Show they will exhibit such a unit. The fan is brought into use by a thermostatic switch fitted in the bottom tank of the radiator.

The magnetic-particle coupling used has a stationary field member without



The Smith's magnetic-coupling radiator fan.

slip rings or brushes. The outer rotating member is attached to the input shaft and the fan itself to the output shaft of the coupling. The switch brings the fan into use at a predetermined temperature.

New patterns of heater and an all-electric instrument panel will also be exhibited.

LIGHTS COMMITTEE OFFICERS

THE special committee which was set up in May by the Ministry of Transport to study lighting on traffic routes in Greater London has now elected its first officers. Chairman is Mr. C. N. Cowney, Islington's borough engineer and surveyor. Ald. E. A. Robinson, Deptford, is vice-chairman, and Mr. B. H. Wilson, town clerk of Hampstead, is secretary.

The Ministry are to co-operate with the 22-man committee, which is expected to recommend methods of securing greater uniformity in lighting.

ANOTHER PROBLEM FOR C.T.B.

BECAUSE 700 of their buses do not satisfy the requirements of the Motor Traffic Act, the Ceylon Transport Board have asked for their vehicles to be exempted from these standards. Mr. G. R. W. de Silva, Commissioner of Motor Traffic, has asked the Minister of Transport for a ruling.

Mr. de Silva has, however, given a firm decision on 24 trailers which the Board have bought. He says they are dangerous and will not be allowed on the road even for experimental purposes.

NEW TRANSPORT COMPANIES

Lawrence's Coaches, Ltd. Cap. £100. Subs.: Alfred R. M. Jones and Maude Jones, Calder Dene, Beech Lane, Mossley Hill, Liverpool. Reg. office: 1 Merton Road, Liverpool, 20.

Gilbert Lawrenson and Sons, Ltd. Cap. £10,000. Dirs.: Gilbert Lawrenson, Mrs. Ethel I. Lawrenson, John G. Lawrenson, and Geoffrey Lawrenson. 1 Merton Road, Liverpool, 20. Sec.: Gilbert Lawrenson. Reg. office: 1 Merton Road, Liverpool, 20.

R. Rainey and Co., Ltd. Cap. £2,000. Dirs.: Ronald Rainey, 60 Dockinhill Road, Doncaster, and John E. Viles, 149 Bennethorpe Road, Doncaster. Sec.: Thomas Warren. Reg. office: 153 Balby Road, Doncaster.

Medina Garage and Storage Co., Ltd. Cap. £1,000. Dirs.: Victor Branson and Mrs. Joyce B. Branson, 102 Wagon Lane, Solihull. Sec.: Albert E. Howard. Reg. office: National Provincial Bank Chambers, Five Ways, Birmingham, 15.

Edgaston Haulage Co., Ltd. Cap. £2,000. Subs.: Charles H. O'Connor, 16 Uplands Grove, Norton Bromsgrove, and Kenneth White, 11 Parker Street, Birmingham, 16. Reg. office: 10-11 Parker Street, Birmingham, 16.

Plastow Transport, Ltd. Cap. £1,000. Dirs.: Robert J. Hutton and Joyce Hutton, 10 Colne Street, London, E.13, and George J. Hutton, 66 New Barn Road, London, E.13. Sec.: Mrs. Joyce Hutton. Reg. office: 10 Colne Street, London, E.13.

L.F.R. Transport, Ltd. Cap. £100. Dirs.: Leonard F. Ridgley and Mrs. Joan L. Ridgley, 105 Rushams Road, Horsham, Sussex. Sec.: L. F. Ridgley. Reg. office: 104 Tooley Street, London, S.E.1.

Cannings Coaches, Ltd. Cap. £5,000. Dirs.: Terrence J. Canning and Wilfred Canning, Banbury Road, King Sutton, Oxon. Sec.: Gillian J. Cannon. Reg. office: Banbury Road, King Sutton.

Henry Skelton, Ltd. Cap. £500. Dirs.: Charles E. Skelton, 1 Nightingale Road, West End, Esher; Winifred R. Skelton, 20 Gibbon Road, Kingston-on-Thames, and Wilfred Skelton. Sec.: Winifred R. Skelton. Reg. office: 96 Maple Road, Surbiton.

London Busmen Want Hours Cut

A DELEGATE conference of Central London bus workers decided on Monday to demand a reduction in the working day from 8½ hr. to 7 hr. 40 min. on weekdays and to 6 hr. 40 min. on Saturdays and Sundays. They also wanted the system of split duties to be modified.

A long procedure has to be followed before the matter comes to London Transport. The decision has first to be submitted to a joint committee of the central, trolleybus and country bus crews. The next step is to a delegate conference of the three sections.

19,773 JUNE TOTAL

EXCLUDING cars and motorcycles, 19,773 new vehicles were registered in June, compared with 22,020 in May. In the first six months of the year 124,338 new vehicles were registered. Details are given in the accompanying table.

NEW REGISTRATIONS—JUNE, 1958

Type	Petrol	Oil	Electric	June	Jan.—June
Hackneys	111	421	4	536	3,304
Goods:					
Agricultural	334	114	—	448	2,570
Showmen's	—	1	—	1	22
Local Authorities (watering and cleansing) ..	4	21	1	26	144
Tower wagons	4	1	—	5	39
Other goods	10,295	3,380	171	13,846	85,791
Total Goods	10,637	3,517	172	14,326	88,566
Exempt vehicles	499	200	27	726	6,084
Tractors	3	47	—	50	323
Agricultural engines (£2 class)	262	3,869	4	4,135	26,061
Grand Totals	11,512	8,054	207	19,773	124,338

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Kenex Plan Output of 100 a Week

WITH a planned production capacity of 100 vehicles per week, a new 35,000-sq.-ft. factory was opened by Kenex, Ltd., Castle Street, Dover, on the outskirts of the town on Tuesday.

The company specialize in a range of purchase-tax-free conversions of the Thames 15-cwt., Austin 152, Morris J2 and Bedford CA vans. Production is at present largely concentrated on 12-seat buses, but brake and ambulance bodies are also manufactured in quantity.

The Kenecoach, on Thames, Austin and Morris chassis, is designed to carry a driver and 11 passengers, seven of whom occupy forward-facing seats and the remainder inward-facing seats at the rear. The driver and one passenger use the front doors; the main entrance is a double door at the rear. The coach, offered in a number of colour schemes, is marketed at the total price of £850.

The brake conversions offer equal passenger accommodation, but the arrangement of the seating varies.

£22,000 B.R.S. PURCHASE?

TEN acres of land at Stratton St. Margaret (Wilts) are to be bought by British Road Services for £20,000, provided the Minister of Housing and Wiltshire County Council agree. The land is part of a 25-acre abandoned sewage works owned by Highworth Rural District Council.

B.R.S. have been offered the remaining 15 acres for £1 an acre, provided they are left as an open space for B.R.S. sports facilities. The council have also decided to sell B.R.S. a house at the entrance to the site for not more than £2,000.

UNDERGROUND DELIVERIES

AN unloading bay covering 21,000 sq. ft. and capable of accommodating 30 vehicles at a time has been built under Selfridges store in Oxford Street, London. Vans drive in down a ramp off Orchard Street and out up a ramp into Duke Street, whereas before they often had to circle the block for half an hour before being able to deliver.

The store is also providing garage space for 1,000 cars in an extension scheme due for completion next March at a cost of £1.75m.

A NEW LIGHT SIX-



(Left) The new T.V.W. eight-wheeler. The chassis shown is a tipper and the side members have been left for cutting by the bodybuilder.

With the Hendrickson bogie, of course, there is no need for spring lubrication. The system aims to give greater articulation, thus increasing flexibility and keeping chassis distortion to a minimum. The rubber cushioning device that carries the load is arranged to give a progressive rate of springing.

Vacuum-assisted Girling hydraulic braking is applied to all wheels, with a compensated hand brake operating on the four rear wheels. Facing sizes are 15½ in. by 4½ in. at the front and 15½ in. by 6 in. at the rear. On this, as on the other

models, the steering is Marles cam and roller with 28.5 to 1 ratio.

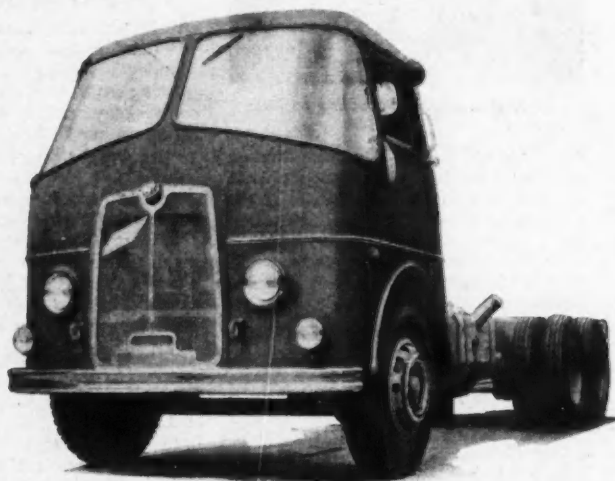
Unladen weight of the chassis and cab is 4 tons 7 cwt. The axle weights at maximum legal loading are given as 4 tons front and 16 tons rear.

A Boalloy cab, giving a wide angle of vision, is employed. Standard equipment includes such items as twin windscreen wipers, twin spot lamps, flashing traffic indicators and chromium-plated bumpers. The cab roof, doors and engine cowling are of glass-fibre.

Cab insulation and trimming are carried out in plastics-covered felt.

The air cleaners are placed above the radiator in a clean cold-air stream, access being provided by means of an easily detachable panel in the scuttle. A 25-gal. fuel tank is fitted. From ground level to the top of the cab the overall height is 8 ft. 6 in.

Three New Models—Eight-wheeler, Six-wheeler and Tractor—Introduced by Transport Vehicles (Warrington): Commer TS3 Engine Used in Two Types and Gardner 6LW in Third



(Above) Excellent visibility is afforded by the Boalloy cab, seen here on a six-wheeled chassis. The Commer TS3 oil engine is fitted in this model. The Meadows five-speed overdrive gearbox has Porsche synchromesh engagement.

AN entirely new trio, consisting of a six-wheeler, an eight-wheeler and a tractor unit, has been introduced by Transport Vehicles (Warrington), Ltd., John Street, Warrington, as the initial offering in the T.V.W. range.

The light six-wheeler has been planned for a gross weight of 20 tons, which, allowing up to 5 tons for the unladen vehicle, indicates 15 tons as the total legal payload. On all three models the equipment is comprehensive and the manufacturers have given special attention to the need for accessibility. All have 9.00-20-in. tyres and 10-stud wheels.

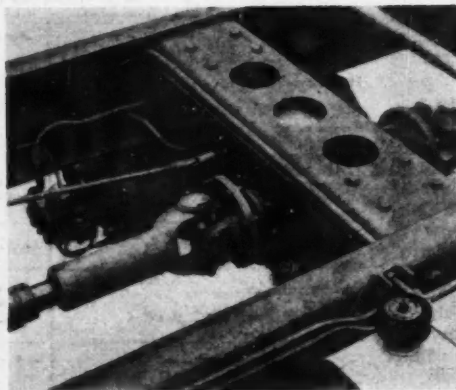
On two models a special version of the Commer TS3 two-stroke oil engine is employed, this giving an output above the standard figure. Other power units are available. The eight-wheeler is supplied with a Gardner 6LW oil engine, with the Meadows as an alternative.

The six-wheeler has a 15-ft. 6-in. wheelbase, but others can be produced. The measurement from the rear of the cab to the end of the frame is 22 ft., the overall width 7 ft. 4 in., and overall length 27 ft. 6 in. The frame, which is 3 ft. 3 in. wide, is built up of 10-in. by 3-in. section ½-in. channel steel, the upper run of the frame being 3 ft. 2 in. above ground level. There are eight cross-members, all of which have full-depth boxed ends.

The TS3 engine operates in conjunction with the Meadows five-speed overdrive gearbox, which has the Porsche synchromesh gear change. Gear ratios are 6.12, 3.32, 1.75 and 1 to 1 forward, with 0.76 to 1 overdrive and 4.62 to 1 reverse.

The drive is carried to a Kirkstall worm-gear by means of Hardy Spicer propeller shafts. A ratio of 7.66 to 1 is used for the driving axle, which is mounted in conjunction with a Kirkstall trailing axle, both being carried on a Hendrickson rubber-suspension rear bogie.

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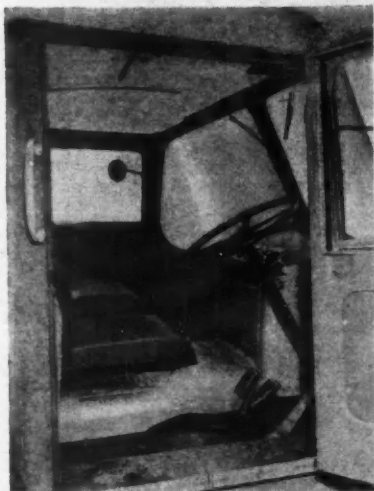


(Left) The two-speed auxiliary gearbox of the eight-wheeler. It has ratios of 1 and 0.727 to 1. The main gearbox is a David Brown No. 557.

WHEELER TO HAUL 15 TONS

In conjunction with the Gardner 6LW oil engine the eight-wheeler employs the David Brown No. 557 gearbox, the drive being carried to a two-speed auxiliary gearbox and on to the Kirkstall worm-gear final axle, which has a 6.25 to 1 ratio. Gear ratios are 7.92, 4.68, 2.74, 1.565 and 1 to 1 forward and 7.92 to 1 reverse. The two-speed box has ratios of 1 and 0.727 to 1.

Whilst the two-speed overdrive application is advised by the manufacturers for use with eight-wheelers operating solo,



The TS3 engine causes little obstruction in the cab.

they suggest that where the vehicles are towing trailers the unit should be reversed to give an underdrive ratio that would enable the outfit to deal with the most severe gradients.

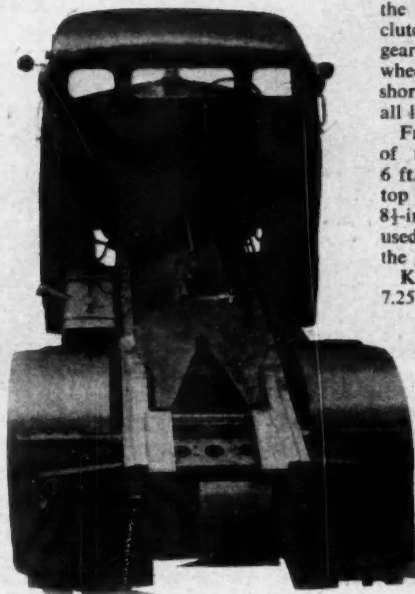
In standard form the wheelbase is 18 ft., but others are available. Overall width is 7 ft. 4 in., length is 30 ft., and the measurement from the back of the cab to the end of the frame is 24 ft. 6 in. The frame is of 3-in. channel, 11 in. deep with 3-in. flanges.

Seven full-depth box-ended cross-members are incorporated. The distance from the ground to the frame top is 3 ft. 5½ in.

The eight-wheeler rear bogie is of the four-spring design with off-centre rocking beams, all spring pins being fitted with Metalastik bonded steel bushes to minimize wear. Hendrickson rubber suspension can be supplied.

The design provides for air brakes throughout and for a hand brake working on the four rear wheels. In the front drums the facings are 16½ in. by 4 in., and in the rear, 16½ in. by 6 in.

Cab design is similar to that of the six-wheeler. A glass-fibre panel is fitted in the roof and the doors are made of



the tractor unit, which has a 15½-in. clutch and the David Brown No. 557 gearbox with similar ratios to the eight-wheeler. Wheelbase is 9 ft., although shorter wheelbases are obtainable. Overall length is 13 ft.

From the rear of the cab to the centre of the turntable the measurement is 6 ft. 4 in. and from ground level to the top of the cab 8 ft. 4 in. For the frame, 8½-in. by 3-in. channels ½ in. thick are used. The flange top is 3 ft. 1 in. above the ground.

Kirkstall worm axles have a ratio of 7.25 to 1. Including the fifth-wheel assembly, the unladen weight is 3½ tons.

Suspension consists of an orthodox spring-shackle layout with 1½-in. pins. Hydraulic vacuum-assisted brakes incorporate a vacuum connection to the semi-trailer by means of a hydraulically operated sequence valve. To prevent the risk of jack-knifing the

The tractor version has a wheelbase of 9 ft. and is 13 ft. long. It also has the TS3 engine.

similar material. The overall height to the top of the cab is 8 ft. 6 in. Unladen weight of chassis and cab is 6½ tons. The standard fuel-tank capacity is 48 gal.

It is understood that eight-wheeled tipper with a similar specification are already in service with a legal carrying capacity of 16½ tons and that satisfactory results are being obtained.

The TS3 engine is again employed in

valves are adjusted so that the semi-trailer brakes operate before those of the tractor.

Cab and incidental equipment follow the same lines as on the other models, but provision is made for a full-width seat if required. As on the six-wheeler, the fuel tank has a 25-gal. capacity. Flashing indicators are fitted, with an isolation switch in the electrical circuit.

Simple Progressive Leaf Springing

A SUSPENSION system, which is claimed to retain the advantages of the normal leaf spring while offering progressive suspension, so that stiffness increases as load is applied, has been evolved by William E. Cary, Ltd., Red Bank, Manchester, 4. Known as the Laminair system, it differs from the conventional layout mainly in the method of support of the rear end of the spring.

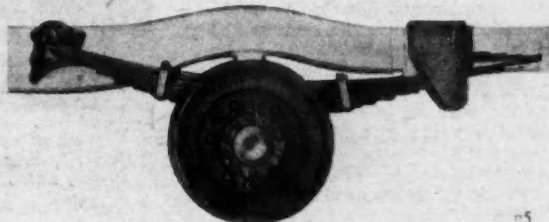
The main spring is similar to the slide-end type, but is supported by a cantilevered spring secured in a shoe bracketed to the chassis. Only the tips of the two springs touch when the vehicle is unladen. As load increases, the end of the main spring rolls along the support spring, decreasing the effective

length of both and thus stiffening the system.

When the vehicle is fully laden the support spring is inoperative, and the main spring is supported by that portion of the support spring in the shoe. Their tips part and the support spring assumes an unstressed position.

The problem of rebound has been overcome by providing a flexible rubber bush in the shoe. This keeps the two springs in contact when the suspension is free. The company state that the weight of material used in the Laminair system is less than that of the normal type it replaces. Chassis bolt holes for rear shackles may be used for the attachment of the support spring.

This view of the Cary Laminair suspension arrangement indicates the ease with which the normal spring can be modified by the addition of the cantilevered component.





H. Lea (A.E.C., Tate and Lyle, Ltd.), winner of class E, on his way to a faultless round in the road section of the competition.



HIGHLIGHTS of the Plymouth eliminating round of the Lorry Driver of the Year Competition last Sunday were successes in classes C, E and F by Tate and Lyle drivers, and Sgt. F. Tucker's performance, which made him the outright winner of the contest and helped his team to carry off the prize for that section of the competition.

The 9½-mile road section of the competition, which took place before luncheon, was made more difficult for drivers by rain, heavy enough at times to defeat their windscreen wipers. A well-chosen circuit involving an almost complete tour of Plymouth incorporated a stop and restart test on a hill, ability to accomplish this successfully without moving backwards being assessed by placing a matchbox behind a wheel of the vehicle.

Observation of the road section was carried out by members of the Plymouth Touring Motor Cycle Club, who deducted marks from all but 22 of the 87 entrants; four of the class winners did not lose marks on this test.

The Highway Code examination incurred penalties for all competitors, the lowest marks forfeited being 3½ by L. Portwood (Millbay Laundry, Ltd.), who unfortunately misjudged one of the final manoeuvring tests and failed to gain a place in his class.

The heavy rain necessitated the cancellation of the best-maintained-vehicle class; some of the vehicles entered were resplendent in additional chromium trim and two-tone paintwork.

Returning from luncheon, organizers, spectators and drivers alike were cheered by lifting of the overcast and the appearance of fitful sunshine, which was to strengthen and last for the whole of the afternoon while the manoeuvrability tests were in progress.

These tests, which adhered strictly to those laid down by the national committee, were all laid out with concrete kerbs in a sequence which made them easy for the drivers to follow, inspiring confidence, and allowing the entrants to complete the section quickly.

Test 1—backing at an angle into a loading bay 18 in. wider than the vehicle—was completed without deduction of marks by only one driver, F. Taylor (G.P.O.), who went on to win class A. Another commendable performance on this test by a G.P.O. driver was that of D. Martin (Morris), who lost eight marks and won class B.

Reversing through two staggered barriers judged by each driver to be the minimum width through which he could back his vehicle, constituted Test 2. The best performance was given by R. M. Thorne (Tate and Lyle, Ltd.), with a Bedford "artic," losing only one mark and completing the test, as he did all the others, with great confidence and in good time. Sgt. F. Tucker, Bedford, forfeited only three marks.

The final test—reversing into a kerbside space one-and-a-half times the length of the vehicle—not surprisingly caused little difficulty for a Dennis refuse vehicle of Plymouth Corporation, driven by R. Crook, who lost no marks, this presumably being part of the day's work for him.

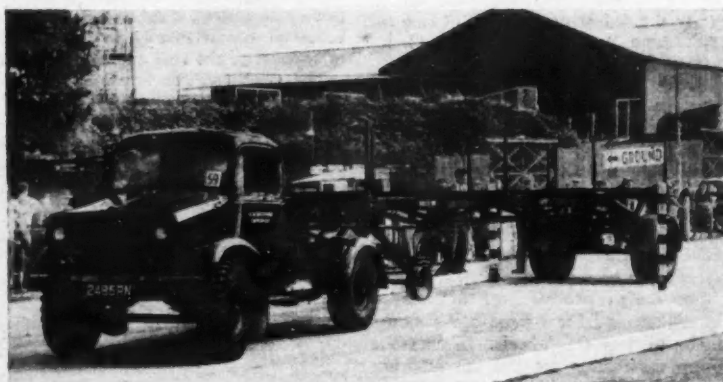
R. Lawrence (Bedford), though unopposed in class H, did well on this test with only five marks deducted.

Treble Win for Tate and Lyle

Losing only one mark on the second test, R. M. Thorne (Tate and Lyle, Ltd.), won class F(2) with his Bedford.

RESULTS (Marks lost out of 500)

- Class A (up to 15 ft.)**
1.—F. Taylor (G.P.O.), Morris, 84. 2.—W. Roberts (Turnbull's, Ltd.), Bedford, 106. 3.—H. Turnbull (Turnbull's, Ltd.), Bedford, 109.
- Class B (15-19 ft.)**
1.—D. Martin (G.P.O.), Morris, 83. 2.—A. Weeks (R. A. Gibbs, Ltd.), Leyland, 125. 3.—F. Wheeler (Plymouth Transport Co., Ltd.), Morris, 136.
- Class C (19-22 ft.)**
1.—J. Lilburn (Tate and Lyle, Ltd.), Thames, 75. 2.—W. Sanders (R. Westlake and Sons, Ltd.), Thames, 78. 3.—A. W. Hosken (P.O. Telephones), Karrier, 90.
- Class D (22-25 ft.)**
1.—B. Clarke (S.P.D., Ltd.), Bedford, 50. 2.—T. C. Andrews (South Western Tar Distilleries, Ltd.), Foden, 99. 3.—A. Gay (Civil Defence), Thames, 104.
- Class E (over 25 ft.)**
1.—H. Lea (Tate and Lyle, Ltd.), A.E.C., 79. 2.—W. Harvey (R. A. Gibbs, Ltd.), Leyland, 84. 3.—D. Kinver (Symons Cornall, Ltd.), Leyland, 94.
- Class F(2) (Articulated, Semi-trailers, 22-27 ft.)**
1.—R. M. Thorne (Tate and Lyle, Ltd.), Bedford, 119. 2.—J. Millet (N.S. Department, H.M. Dockyard), Bedford, 171. 3.—R. Constable (Plymouth Transport Co., Ltd.), Morris, 331.
- Class G (Articulated, Tractors over 3 tons, Semi-trailers 27-30 ft.)**
1.—L. I. Bennett (Shell-Mex and B.P., Ltd.), Leyland, 131. Only entrant in this class.
- Class H (Articulated, Semi-trailers over 30 ft.)**
1.—R. Lawrence (N.S. Department, H.M. Dockyard), Bedford, 99. Only entrant in this class.
- Class I (Service Drivers)**
1.—Sgt. F. G. Tucker (506 Coy. R.A.S.C., T.A.), Bedford, 49. 2.—C.S.M. E. G. Wells (506 Coy. R.A.S.C., T.A.), Thames, 83. 3.—Dvr. J. Pope (506 Coy. R.A.S.C., T.A.), Bedford, 105.



R. W. Lawrence (N.S. Department, H.M. Dockyard) upheld Naval fortunes by winning class H. He is seen here on test 3, when he incurred only five penalty marks, making his total 99.

New Equipment and Publications

Checking Needle Lift

RECONDITIONING of injector nozzles should include a check of needle lift to ensure that it remains within the manufacturers' limits. A gauge produced by Leslie Hartridge, Ltd., Buckingham, allows this to be done rapidly.

The instrument consists of a gauge giving readings in 0.01 mm. from zero to 6 mm. Three measuring anvils which screw into the gauge are included to cover the conventional C.A.V., Bosch, Simms, Spica and other types of R, S, T, W and V sizes.

A steel bush with a ground face is fitted into the stand to provide a true location surface to contact the nozzle face. A setting disc enables a correct zero to be obtained from the face of the steel bush. After setting to zero, the nozzle is offered up, complete with its needle, on to the instrument so that the ground face of the nozzle body contacts the similar face of the steel bush. A direct reading of needle lift may then be taken from the gauge.

Thin Walls

INCORPORATING a flange of the same thickness as the liner wall, a new type of Cromard cylinder liner produced by the Laystall Engineering Co., Ltd., 53 Great Suffolk Street, London, S.E.1, should, the makers believe, be of particular interest to manufacturers of turbocharged engines.

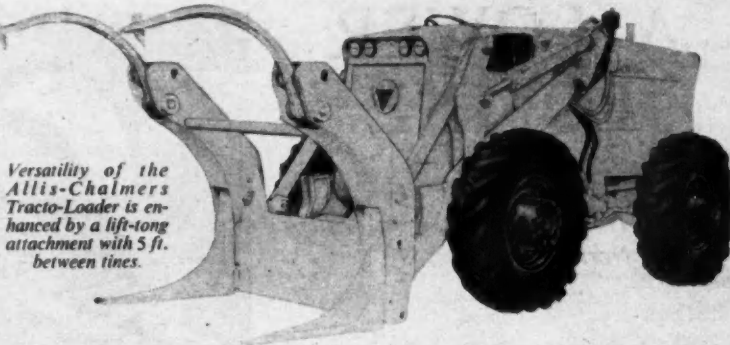
Wall thickness may be as low as 0.04 in., which allows a much greater increase in cylinder-bore size, compared with the standard bore, than that permitted by a conventional cast-iron liner. The improved ratio of cylinder-block wall thickness to liner thickness should facilitate fitting on the production line. A spun-over flange is a feature of the liner.

Load Characteristics

CONTAINING a great amount of valuable information, "The Loads You Carry" (Hiffe and Sons, Ltd., 2s. 6d.) is a valuable addition to road haulage bibliography. The handling of various classes of load is dealt with, ranging from livestock to sand and ballast, and in respect of certain goods there are tables showing weights relative to space occupied.

Typical extracts are as follows: "Not more than three heavy draft horses must be carried abreast in any vehicle;" "When timber has been kiln-dried for immediate use it is essential for the load to be sheeted to prevent damage through wet;" and, "As butter is easily tainted, care should be taken to see that in mixed

Versatility of the Allis-Chalmers Tracto-Loader is enhanced by a lift-tong attachment with 5 ft. between tines.

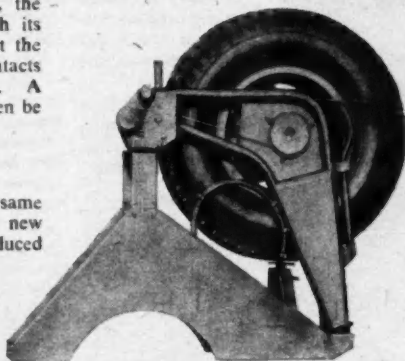


loads it is kept as far as possible away from cheese, oranges, onions and apples."

The book will probably appeal strongly to newcomers to haulage as the facts it contains could otherwise be learned only through years of experience.

Automatic Lock

A FEATURE of the new Certic fifth-wheel coupling of Davies Magnet Works, Ltd., London Road, Ware, Herts., is a swivelling undercarriage equipped

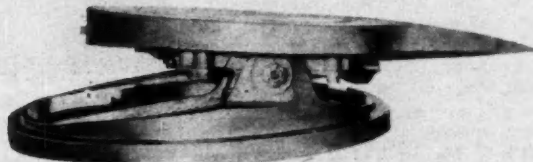


Actuation of the Kennedy and Kempe carrier is simply by means of rotation of the wheel, which causes the arm to raise or lower.

with an automatic locking device. The standard locking system is retained and is used in combination with a retractable tongue fitted in the semi-trailer bolster plate. This is employed automatically to lock the fifth wheel longitudinally in line with the trailer axis. At the same time it releases the automatic locking device of the undercarriage.

The coupling can be fitted to all types of semi-trailer having an S.A.E.-S.M.M.T. king pin; a semi-trailer equipped with a locking tongue can be employed in conjunction with a tractor having any type of standard fifth-wheel coupling.

The Certic fifth-wheel coupling has a swivelling undercarriage with an automatic locking device. It is produced by Davies Magnet Works, Ltd.



Also produced by the company, the new model 440 screw-type semi-trailer support gear is of lightweight construction and is designed for an outrun of 12 in. It is suitable for gross loads of up to 12 tons given that the weight of the semi-trailer is equally distributed between the coupling and axle. The use of high-tensile materials has enabled the weight of the gear to be reduced to 198 lb.

Removing Spare Wheels

EASY removal of the spare wheel from its carrier has been allowed by Kennedy and Kempe, Ltd., Longparish, Andover, Hants, by providing a lifting gear operated by rotation of the wheel. This is carried on an arm-mounted spindle which also carries a drum, and revolving the wheel causes a wire rope on the drum to lift or lower the arm, the rope passing over a pulley at the top of the frame to an anchorage on the arm. Means are provided for securely locking the arm in the stowed position.

Lift Tongs

LIFT-TONG equipment for the Allis-Chalmers TL.20D Tracto-Loader is now available from Mackay Industrial Equipment, Ltd., Faggs Road, Feltham, Middx. Interchangeable with the standard bucket, the tongs can lift 12,200 lb. Combined clamping force at the centre of each set of tongs is 13,200 lb. Maximum stacking height is 11 ft. 2 in. Width between tines is 5 ft.

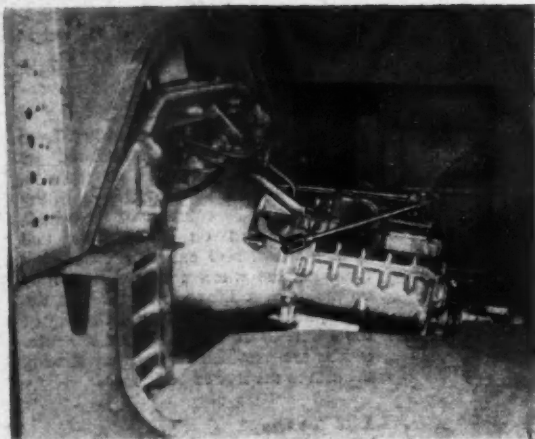
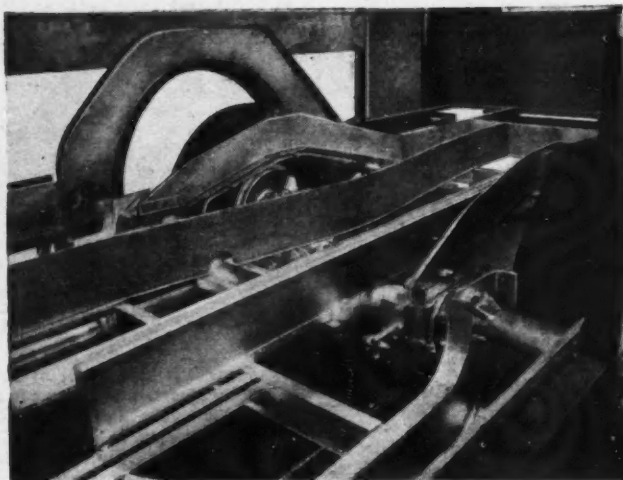
Thixotropic Gel

RUBBASEAL underbody corrosion preventive, made by the Dunlop Rubber Co., Ltd., is now thixotropic, being in the form of a gel which becomes liquid when stirred, and therefore cannot drip. It is non-inflammable and may be stored for up to a year. Brushes and spray equipment used to apply it can be cleaned with water.

A LOWER LOLINE

Redesigning by Dennis Achieves an Overall Height of 13 ft. 7 in. with a Normal 70-seat Body

(Right) An outrigger side member with a longitudinal body runner bolted to it can be seen in the background. The angle member inside the wheel serves only to carry the wheel-arches and as a stop for the axle-restriction pads. (Below) This box structure, used to join the chassis side members behind the driver's bulkhead, also drops the frame height by 11 in., permitting the use of a forward entrance.



IMPORTANT modifications to the Loline double-decker bus chassis have been made by Dennis Bros., Ltd., Guildford. The effect of redesigning it is to permit the use of a forward entrance to the body and to lower the unladen chassis-frame height by 2½ in.

This reduction in chassis height allows a normal 70-seat body, without a dropped upper gangway, to be fitted at an overall height of only 13 ft. 7 in. It is possible that with a low-bridge body this dimension could be reduced still further, although Willowbrook, Ltd., who are manufacturing the body for the prototype chassis, think that this would be required only in most exceptional circumstances.

Whereas previous Loline chassis had a straight-through chassis frame swept downwards behind the front spring hangers and upwards over the rear axle, the new model has a chassis incorporating fabricated three-piece side members. The original frame is cut behind the rear engine-gearbox mountings.

The centre section of the frame consists of two channel-section members turned upwards at an angle of 90° at each end. The depth of each member at the front is 8 in., increasing to 10 in. at

the rear, with 2½-in. flanges. The material used is ½ in. in section.

Each curved side member is joined to the forward portion of the frame by a box structure made up of two ¼-in. steel plates and 12 1-in. tubes clamped together with fitted through-bolts.

Direct face-to-face contact between the box and frame members is avoided by protruding the tubes ½ in. through the sides of the box. The effect is to drop the frame 11 in. at this point and outrig the side members by the same amount.

Thus a low chassis is provided for the forward entrance, the height to the top of the frame being 1 ft. 9 in. unladen. This sharp drop in the frame also occurs on the line of the front bulkhead, allowing the pneumatically operated doors to

have their forward pillar built into that member.

The frame centre section is upswept and cut off forward of the rear wheels. It is joined at this point by a tubular cross-member cranked downwards to permit a low floor line. Two similar 14-in.-long tubes are through-bolted to the main cross-member on the outside of the frame.

Bolted to this outrigger on each side are two large channel-section members curved upwards over, but outside, the rear wheels. The section of the material used for these components is ¼ in. and they have 2-in. flanges. Their depth is 6 in. at the centre line of the rear axle.

These two side members take the place of the normal upswept chassis frame, but, as they are outrigged, they do not limit the frame height.

The outrigged members end behind the rear wheels, where they are joined by a single-piece tubular cross-member. The actual chassis frame terminates at this point. The front cross-member has two platforms welded underneath it, to which the front spring hanger brackets are secured by U bolts.

Brackets are also fitted on top of the cross-member as a support for two ¼-in.-section angle members which pass over the wheels to carry the wheel-boxes and stops for the rebound rubbers on the axle. These arches, although in the position of normal upswept frame members, do not act as part of the load-carrying structure. Relay levers for the braking system are also mounted on the cross-member.

The single-piece rear cross-member has the bottom halves of two clamps welded to it. The other half of each clamp is bolted to the fixed portion and incorporates an eye for the swivel pin of the rear spring shackle and a bracket for the rear end of the wheel-arch.

The new chassis presents a closer approach to integral construction than the previous Loline, although the latter had body-mounting outriggers integral with the main cross-members. This latest model incorporates not only this feature, but uses the load-carrying outrigged side members about the rear wheels as major body-mounting points,



Through-bolts secure the main cross-member and tubular outrigger to the foreshortened side member. A welded platform has the front spring hanger mounted under it by U bolts.

with both longitudinal and horizontal body runners bolted directly to them.

A light-gauge 13-in.-deep channel-section fabricated member is bolted to the rear of each of these side members as a body support. Although the fabricated members are fitted by the coachbuilders, they can almost be considered as an extension of the chassis frame, whilst being an integral portion of the body-work.

In other respects the chassis is similar in mechanical specification to the previous Loline, with a Gardner 6LW oil engine developing 112 b.h.p. at 1,700 r.p.m. and 358 lb.-ft. torque at 1,300 r.p.m.

A five-speed Dennis inverse-drive gear-

box drives through an offset propeller shaft to a Bristol-type double-reduction rear axle with an offset differential and cranked axle casing. The wheelbase remains at 18 ft. 6 in., permitting a 30-ft. by 8-ft. body to be accommodated. The reduction in overall height and consequent lowering of the centre of gravity should make the new Loline extremely stable.

The 70-seat body seats 41 passengers in the upper saloon and 29 in the lower deck, the height of the saloons being 5 ft. 10½ in. and 5 ft. 8½ in. respectively. The body is of normal light-alloy and wood composite construction.

A two-landing staircase which passengers mount in the direction of travel, is

fitted in conjunction with the forward entrance. This type of stair is favoured by the bodybuilders, as it is thought that most violent movement occurs during braking and that it is better that passengers should be thrown forward on to the steps than backward off them in an emergency stop.

Seating is on lightweight tubular frames with Dunlopillo upholstery. The pneumatically operated front entrance is controlled by the driver and the rear of the cab has an angled flat quarter light to enable him to have a complete view of the platform.

The bus will be seen on the Willowbrook stand at the Commercial Motor Show next month.

An Air-sprung Lodekka

A PROTOTYPE Bristol-E.C.W. Lodekka incorporating several new features is shortly to be used in experimental service with Crosville Motor Services, Ltd. The sunken lower-saloon gangway of the earlier design has now been dispensed with, air suspension is used for the rear axle, and Cave-Brown-Cave fresh-air heating equipment has been incorporated.

The new vehicle is a 27-ft. 60-seater, but the flat gangway has also been incorporated in a 30-ft. bus. The principal drawback to the original design, in which the gangway was some 4-5 in. below the level of the seat floors, was that the collection of fares was difficult when standing passengers were being carried, passengers being reluctant to step up between the seats to give passage to the conductor.

Unobstructed Flooring

A flat floor has been achieved basically by reducing the depth of the main chassis side members, which now finish ahead of the rear axle. Body loadings after this point are carried by deep wheel-arch members which form part of the body framing (a similar layout has been applied by Willowbrook's in the Dennis Loline described on the previous page and above).

This flat floor will henceforth be a standard production feature and the rear-end framing has been laid out so that air suspension can be offered as an alternative to leaf springs with little modification. The air-sprung Lodekka (type LDS) has a constant platform height of not more than 17½ in., whilst the constant overall height is 13 ft. 3½ in. whether laden or unladen.

With air suspension, the conventional drop-centre rear axle is retained and is rigidly attached to two trailing arms pivoted at their front ends and attached to a transverse cross-beam at the rear. The arms are slightly flexible, each consisting of three thick leaves. About 1 in. of movement is allowed within the length of each arm, permitting slight relative movement between the body and the axle without locally overstressing any of the members.

Firestone rolling-lobe diaphragm-type

This Bristol-E.C.W. Lodekka 60-seater has the new lower-saloon flush gangway, Firestone air suspension at the rear, and Cave-Brown-Cave body heating.

air springs are employed and André will be used in the second prototype. The springs are located at the outer ends of the cross-beam and react against the wheel-box structures. Thus a wide spring-base is achieved which helps to give good anti-roll characteristics.

These characteristics are further enhanced by setting the Westinghouse levelling valves without a delay period, so that any roll tendency is immediately corrected by the admission of more air into the bellows on the lower side of the vehicle. During tests the body tilted to only 32° when the axles were at 28°, which is 3° less than is achieved with a conventionally sprung Lodekka.

Large Girling telescopic dampers are used with the air springs and a rubber-bushed Panhard rod provides lateral axle location. The other bearings in the prototype have plain bushes but it is expected that rubber bushes will be incorporated later to eliminate the need for lubrication.

High-pressure Bellows

Each air bellows works at a maximum pressure of 110 p.s.i. and is fed through a separate air reservoir, has an integral surge tank and gives a constant periodicity of approximately 90 c.p.m.

Unlike the normal 27-ft. Lodekkas, which have triple-vacuum-servo braking, the prototype bus has dual-circuit air-pressure braking, as fitted to the 30-ft. buses. Thus, the incorporation of air suspension has not resulted in any undue complication.

The 7-cu.-ft. compressor fitted to the



Gardner engine is stated not to be over-worked, although the slightest relative movement between chassis frame and axle causes air to be exhausted from or emitted to either or both of the bellows. By piping the exhaust outlets away from the immediate vicinity of the bellows a commendable degree of silence has been obtained.

Lightweight Components

Other design improvements include a large reduction in the amount of timber in the body, the use of a one-piece plywood floor for the upper saloon in place of tongued-and-grooved boarding; aluminium sheeting for the rear platform floor instead of boards; an aluminium staircase; extensive use of plastics mouldings for body fittings; an increase in the number of interior lights and the employment of aluminium conduit tubing; E.C.W. hopper-type side ventilators in place of sliding lights; a new type of rear entrance door which eliminates piano hinges and dispenses with the bottom track; and a revised emergency exit, so that passengers leaving the vehicle are directed naturally towards the nearside pavement.

Daimler Working On 7-litre Blown Engine

IT was stated last week by Transport Vehicles (Daimler), Ltd., Coventry, that consideration was being given to the production of a 7-litre engine based on the same scantlings as the modified 8.6-litre engine, the latest version of which is the CD.6 Series 8 unit. The CD.6 is available in naturally aspirated and standard turbocharged form, and the production of the 7-litre engine would extend the power range of the same basic unit from 80 to 150 b.h.p. The 7-litre engine would cater for operators' requirements in the 80 to 120 b.h.p. range.

Standard turbocharged engines will be offered as a means for promoting economy or to provide extra power, depending on the needs of individual operators. Tests by municipal operators have shown that the use of a smaller turbocharged engine in place of a larger naturally aspirated unit of the same output can provide savings of around 10 per cent., and that de-tuning a blown engine to its naturally aspirated output can also afford a saving.

The latter course has been adopted by Birmingham Transport Department, who have made tests over a distance of 20,000 miles of a standard Daimler 55-seat double-decker equipped with an 8.6-litre turbocharged engine having the same output as the original unit. An average improvement in consumption of 7.8 per cent. has been obtained, compared with the fuel used by identical vehicles running on the same routes powered by the naturally aspirated engine. It is notable that the use of the blower has completely eliminated exhaust smoke.

Turbocharging can be employed to increase the maximum output of the engine from 125 b.h.p. at 2,000 r.p.m. to 148 b.h.p. at the same speed. Maximum torque rating is raised from 258 lb.-ft. to 440 lb.-ft. at 1,250 r.p.m. The CD.650 10.6-litre 150-b.h.p. unit can also be supplied in blown form with an output of about 180 b.h.p.

Now classed as a standard turbocharged engine, the Series 8 unit is equipped with a B.S.A. 100/120 blower mounted at the back on a twin-duct exhaust manifold designed to utilize pulse energy. Other mountings are available.

The turbocharger of the CD.6 is a B.S.A. 100/120 unit, and the association between engine makers and blower manufacturers has enabled the respective characteristics of the blower and engine to be matched. A special twin-branch manifold is employed to obtain the maximum benefit of exhaust pulses, and the blower is mounted at the rear of the engine above the clutch housing. This does not add to the length or width of the engine and is ideal for applications to Daimler vehicles. Alternative types of mounting are available.

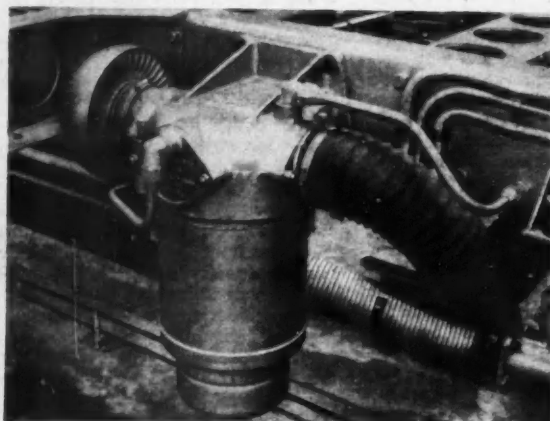
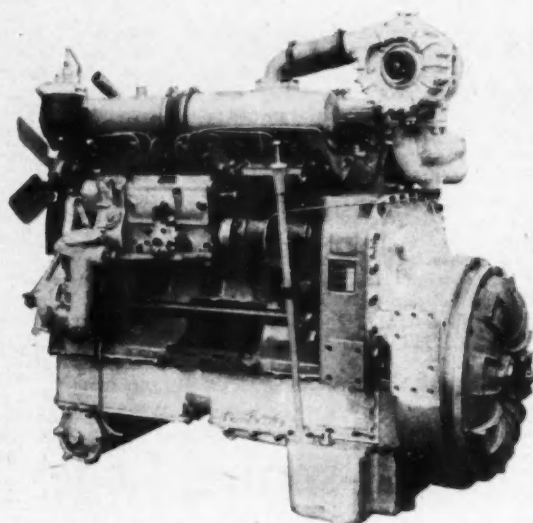
It is pointed out by the company that a performance feature of a turbocharged engine, of particular value in some export markets, is that the speed of the blower automatically increases as the atmospheric pressure is reduced. Loss of power at higher altitudes is therefore relatively small.

A special flow rig was evolved by Daimler technicians for the development of the 8.6-litre engine to investigate the aerodynamics of cylinder-head porting systems. This development work was conducted in conjunction with tests to

determine optimum injection rates and valve overlap, and the favourable results of these experiments are indicated by the specific fuel consumption curves of the new 8.6-litre engine. The consumption of the normally aspirated engine is below 0.344 pint per b.h.p.-hr. between 1,400 and 1,500 r.p.m., and in blown form the unit yields a minimum consumption of under 0.336 pint per b.h.p.-hr. A comparable gain is provided over most of the range.

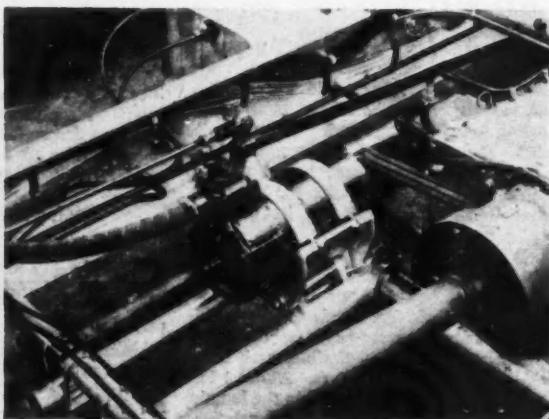
Other improved features of the engine include a modified oil pump of increased capacity, thin-wall copper-lead bearings (the main bearing shells are interchangeable), location of the crankshaft by the centre bearing and integral lubricant passages. Only the oil being fed to the bearings passes through the main filter; this measure has been adopted to increase filter life.

The Mark 8 engine will be exhibited on the company's stand at Earls Court, and there will also be a working model of the B.S.A. turbocharger showing its method of operation. The engine will be found installed in a vehicle on the



On the 10.6-litre Freeline engine, clean air for the compressor, gearbox and back axle, as well as for the engine manifold, is provided by an oil-bath filter. This is fitted with a pre-cleaner.

B10



The dynamo is mounted in front of the gearbox and is driven by triple V-belts from the shaft connecting the gearbox with the engine. This picture shows the sturdy tubular dynamo support.

Northern Counties stand, the vehicle being a Daimler CVD.6-30 69-seat double-decker destined for the West Bromwich Corporation fleet.

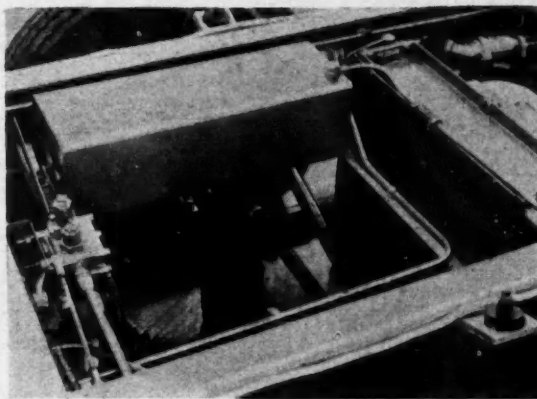
New vehicles on the Daimler stand will include the CVD.650-220 export chassis, having a wheelbase of 22 ft., which is designed to accommodate a 36-ft. body. A vertical engine is employed in preference to an underfloor type in the interests of easy maintenance, and detailed features have been introduced to give the same advantage. A special spare-wheel lifting gear is fitted to reduce to a minimum the space occupied below the rear overhang of the chassis, which is about 10 ft.

An interesting feature of the Freeline Show model is a multi-purpose oil-bath filter which is connected to the compressor intake, the gearbox and back axle as well as to the engine manifold. A coarse honeycomb radiator is employed in preference to a tube type, and extra cooling

A coarse honeycomb radiator is now used for the Freeline chassis and this is employed in conjunction with a 6-gal. circulating tank to improve cooling capacity. Extension of the inlet tube promotes water circulation in the tank.

is supplied by a 6-gal. circulating tank.

Other Show models will comprise a modified CSD.6-30 double-decker chassis equipped with a Series 8 engine and a David Brown SP.450 all-synchromesh four-speed gearbox with Porsche synchronizers.



A CVG.6-30 double-decker will be seen fitted with a Daimatic semi-automatic gearbox and a Metropolitan-Cammell-Weymann 73-seat body.

New Hobbs Automatic Drive Suits All Engines

AN automatic transmission system that represents a striking development, inasmuch as it is claimed to be suitable for small engines as well as large and is more compact and less expensive than other systems of American origin, has been produced by Hobbs Transmission, Ltd., 78 Russell Terrace, Leamington Spa. It will be exhibited at the Commercial Motor Show.

Known as the Mecha-matic, it is wholly mechanical in operation. It is the result of more than 10 years' research to evolve a system which would cause no loss of power and afford the driver a good measure of overriding control when desirable. The company say that there is every prospect that some large British vehicle manufacturers will shortly fit Mecha-matic drive.

Fuel Savings

The transmission has been tested and found satisfactory for a wide range of commercial vehicles, and has been shown to effect marked savings in fuel consumption compared with the use of normal gearboxes. The system comprises five units. A clutch unit is bolted to the engine flywheel and contains two hydraulically actuated friction clutches. The spinner plate of the front clutch is mounted on a shaft, and the spinner plate of the rear clutch on a sleeve surrounding the shaft.

Brakes of similar construction to the clutches hold elements of the gearing stationary. A hydraulic unit embodies a pump driven from the clutch to deliver oil under pressure when the engine is running. An automatic governor valve and a manually operated selector valve direct oil under pressure to the clutches and brakes, and a kick-down valve varies the speeds at which the ratios are automatically changed.

A rear pump driven from the output

shaft delivers oil for operating the governor valve and actuating the clutches and brakes when it is required to start the engine by towing or running downhill. Elements in the gear train connect the output shaft with the spinner plates of the clutches and brakes. Different ratios are obtained by engagement of the various plates.

As road and engine speeds vary, so does oil pressure. As speed rises, increasing pressure moves the governor valve up against its spring until a second jet is uncovered. In this state, oil is directed at the next brake diaphragm and the next upward ratio is selected. Upward changes take place at higher speeds than downward to avoid "hunting" between the gears.

When coming to rest, the clutches are disengaged and bottom gear is selected by means of a valve attached to the clutches. When the engine is idling, oil pressure is so low that the push-off springs on the clutches effect disengagement. As engine speed rises, centrifugal force on the valve causes it to move outwards, closing the exhaust port and bringing hydraulic pressure to bear to

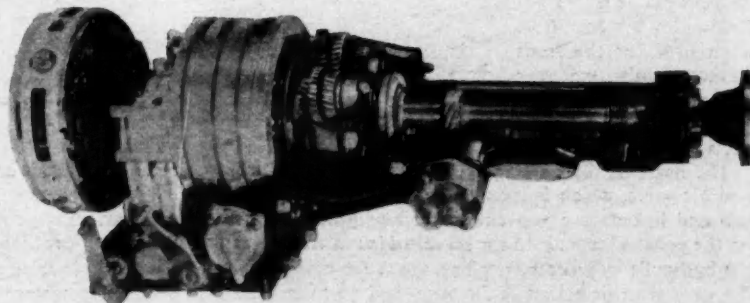
effect the engagement of bottom gear.

If the driver decides to leave gear changing to the mechanism, he selects "Automatic" on a steering-column quadrant. Special attention has been paid to obtaining a smooth start from rest and to eliminating "creep" while idling.

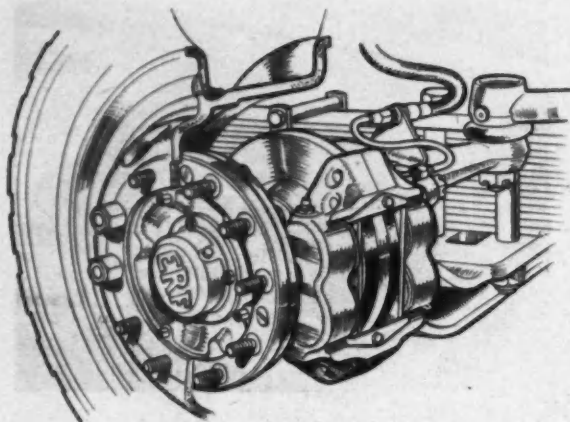
If the driver requires high speeds in the gears, he may use the kick-down valve, and to meet any unusual condition, each of the gear ratios may be manually selected by means of the control lever.

The manufacturers say that the system opens up a new field of applications as its claimed advantages are applicable to medium and heavy goods vehicles, as well as public service vehicles. A Mecha-matic gearbox suitable for a 14-litre engine is to be exhibited at the Show.

Mr. H. F. Hobbs began experiments in this field in 1921. Prototypes were tested before and during the last war in various cars and armoured vehicles, since when units have been installed for testing in a variety of petrol- and oil-engined vehicles.



The Hobbs Mecha-matic gearbox is a compact unit, and its use is stated to result in marked savings in fuel compared with normal gearboxes. Gears are selected by clutches controlled by hydraulic pumps.



Disc Brakes Fitted to Front Wheels of New E.R.F. 7-cu.-yd. Dumper: New Range of Semi-forward-control Six-wheelers Announced, and New Frames and Brake Systems Introduced

(Left) Girling type 46 disc brakes are used on the front wheels of the new 54G dumper. The discs are 15½ in. in diameter and the segmented friction pads are ¾ in. thick. There is one calliper assembly per disc.

DISC front brakes are employed on one of the new E.R.F. chassis announced today, and to be exhibited at Earls Court next month. E.R.F., Ltd., Sandbach, Ches., thus become the first commercial-vehicle manufacturers to fit disc brakes to a standard chassis. They are installed in the new 54G dumper, which will be seen at the Show in the demonstration park.

There is also a range of semi-forward-control six-wheelers, two examples of which are to be displayed. Modifications to existing chassis include the adoption of parallel-flange frames on all multi-wheelers; the option of the new Gardner 6LX oil engine in the heavy models; a novel dual braking system on certain models; the use of paper-element air cleaners; and changes in the standard cab.

The disc brakes fitted to the 54G dumper are Girling type 46 units. The discs are 15½ in. in diameter and the friction pads are ¾ in. thick, there being two sets of pads per disc. So far it has been possible to actuate this type of brake only hydraulically (except for mechanical hand brakes), and because a disc brake has no self-servo effect, some form of servo has to be applied to the hydraulic circuit. Consequently, an air-hydraulic system has been used for the front brakes, whilst the rear brakes are straight air-pressure cam-operated units.

The heart of the braking system is the combined servo and air valve, which is mounted on the frame behind the cab and linked to a conventional brake pedal. Pressure on the pedal admits air to the servo, which in turn actuates the hydraulic cylinder controlling the front brakes and at the same time air by-passes the servo and operates the rear brakes directly. The two circuits are "split" for safety. In addition, in the event of a complete failure of the compressed-air supply, the brake pedal will continue to

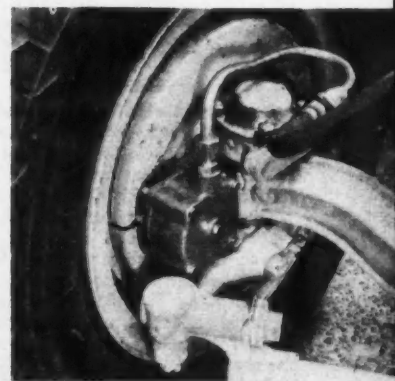
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(Left) The cab employed on the new GSF chassis has a similar layout to the standard forward-control cab, but the engine cowl is smaller and a two-man passenger seat is fitted. Forward visibility is not affected by the short "bonnet". (Right) Constant-depth chassis frames are standard on all current six- and eight-wheelers. This simplifies production and gives added support for tail-end loads.

E.R.F. FIRST WITH DISC BRAKES

(Right) Air-braked eight-wheelers have Girling wedge-operated front brakes actuated by a new compact air cylinder. This replaces the normal hydraulic cylinder and occupies little more room.



actuate the front brakes through the master cylinder in the conventional manner, but without assistance from the servo.

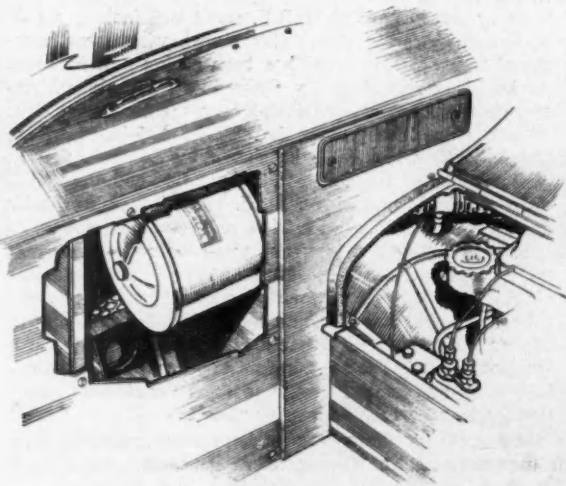
A particularly robust chassis frame fabricated from ½-in.-thick steel pressings is used in the 54G dumper. A new Kirkstall double-reduction rear axle is employed, with underslung springs to reduce the body floor height. The axle has spiral-bevel and spur gears, all the gearing being in the central differential pot, and the overall reduction is 7.01 to 1.

(Right) gross-carry'. The light s be mo

The new 56GSF semi-forward-control 18½-ton-wheeler in 17-ft. 5-in.-wheelbase form can take a 2-ft. body and a payload of nearly 12½ tons. This layout ensures equal tyre loadings and a long life. (Below) A 9-cu.-yd. tipping body can be fitted on the short-wheelbase 56GSF chassis. This vehicle has the double-drive bogie.



(Below) Purolator Micronic paper-element air cleaners are standard on all E.R.F. chassis. On forward-control models the filter is housed within the cab front panelling, a detachable plate being provided for ready access.



A Gardner 5LW 94 b.h.p. oil engine is employed with a five-speed, direct-top gearbox, the bottom ratio of which is 7.92 to 1. Marles cam-and-double-roller steering is fitted and the standard tyres are 10.00-20-in. (14-ply), mounted on B7.5 wheels with a 6.8-in. offset to guard against trapping stones between the twin rear wheels.

The chassis has an 11-ft. 9-in. wheelbase and an overall length of 20 ft. 1 in. It will be seen equipped with a forward-control all-steel half-cab and a 7-cu.-yd. all-steel dump body with scow rear end and cab-protection canopy. Tipping is by twin telescopic rams, giving a 60° angle. The body has a mean length of 11 ft. 3 in. and interior width of 7 ft. 5 in., the overall width being 8 ft. 2 in. Because of this width and the dumper's gross-weight rating of 15 tons it is fundamentally an "off-highway" machine. Its unladen weight is 6 tons 12 cwt.

Three Semi-forward-control Models

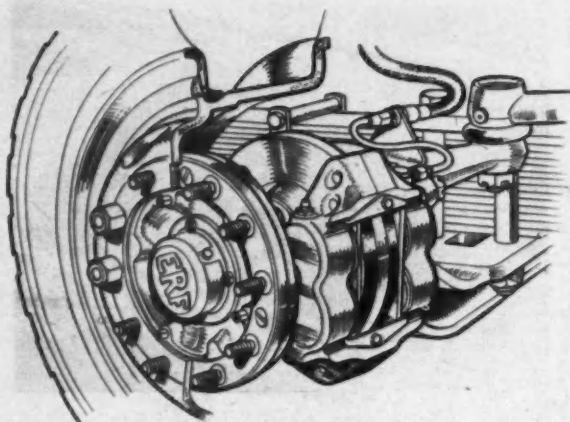
There are three basic models in the new GSF semi-forward-control range, and each is available with either the Gardner 5LW or 6LW oil engine. All are six-wheelers, rated at 18½ tons gross when the 5LW unit is installed, and 20 tons with the 6LW engine, and the approximate payloads are 12½ tons and 14½ tons respectively.

The 56GSF and 66GSF chassis are offered with a choice of three wheelbases: 17 ft. 6 in., 16 ft. 1 in., or 13 ft. 3 in. On these chassis can be mounted bodies 22 ft., 20 ft. or 15 ft. 6 in. long, the shortest being a tipper. Overall lengths are 29 ft. 9 in., 27 ft. 9 in. and 23 ft. 6 in., respectively. The two longer-wheelbase models are 7 ft. 10½ in. wide, the tipper body being 7 ft. 6½ in. wide.

Other than four four-wheelers made specially at the beginning of the year for brewery work, these new six-wheelers are the first vehicles to be built by E.R.F., Ltd., without full forward control. The semi-forward layout has been adopted to give equal tyre loadings on the front and bogie wheels, thus enabling the same size of tyre to be fitted to all wheels. At the same time, the front-axle loading is lower than is usual with a six-wheeler, reducing the steering effort and allowing a lighter front axle to be used.

Another important consideration is that the engine is farther forward relative to the cab, thus more cab room is available and a two-man passenger seat can be installed. The short "snout" in no way reduces forward visibility, it still being possible to see to within 9 ft. of the front bumper at ground level on the vehicle centre line.

The 56GSF models have, as standard, the Gardner 5LW



Disc Brakes Fitted to Front Wheels of New E.R.F. 7-cu.-yd. Dumper: New Range of Semi-forward-control Six-wheelers Announced, and New Frames and Brake Systems Introduced

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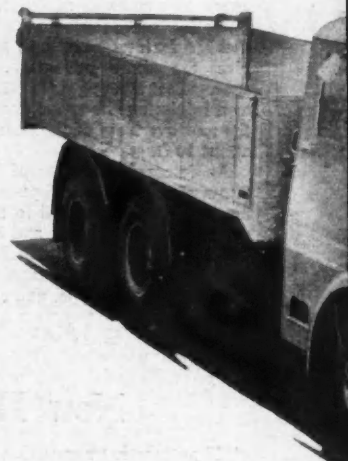
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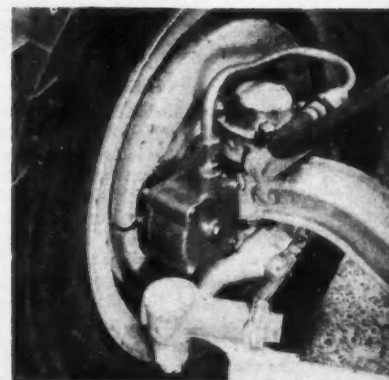
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(Left) The cab employed on the new GSF chassis has a similar layout to the standard forward-control cab, but the engine cowl is smaller and a two-man passenger seat is fitted. Forward visibility is not affected by the short "bonnet". (Right) Constant-depth chassis frames are standard on all current six- and eight-wheelers. This simplifies production and gives added support for tail-end loads.

E.R.F. FIRST WITH DISC BRAKES

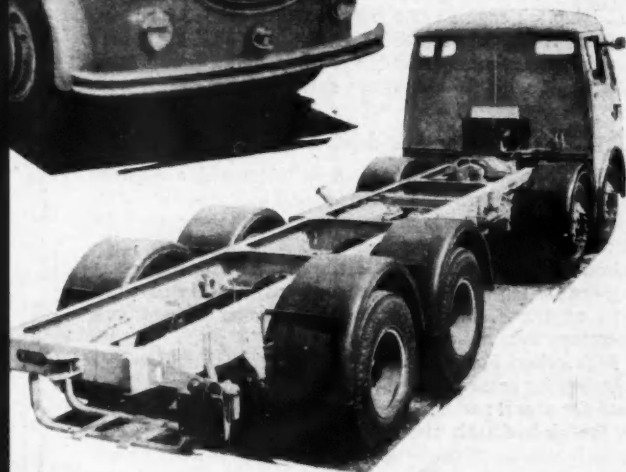
(Right) Air-braked eight-wheelers have Girling wedge-operated front brakes actuated by a new compact air cylinder. This replaces the normal hydraulic cylinder and occupies little more room.



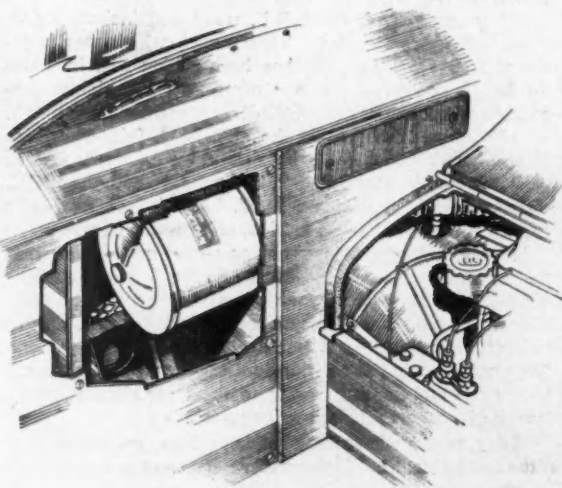
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The new 56GSF semi-forward-control 18½-ton wheel-loader in 17-ft. 5-in. wheelbase form can carry a 2-ft. body and a payload of nearly 12½ tons. This layout ensures equal tyre loadings and ring. (Below) A 9-cu.-yd. tipping body can be fitted on the short-wheelbase 56GSF chassis. This vehicle has the double-drive bogie.



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A Gardner 5LW 94 b.h.p. oil engine is employed with a five-speed, direct-top gearbox, the bottom ratio of which is 7.92 to 1. Marles cam-and-double-roller steering is fitted and the standard tyres are 10.00-20-in. (14-ply), mounted on B7.5 wheels with a 6.8-in. offset to guard against trapping stones between the twin rear wheels.

The chassis has an 11-ft. 9-in. wheelbase and an overall length of 20 ft. 1 in. It will be seen equipped with a forward-control all-steel half-cab and a 7-cu.-yd. all-steel dump body with scow rear end and cab-protection canopy. Tipping is by twin telescopic rams, giving a 60° angle. The body has a mean length of 11 ft. 3 in. and interior width of 7 ft. 5 in., the overall width being 8 ft. 2 in. Because of this width and the dumper's gross-weight rating of 15 tons it is fundamentally an "off-highway" machine. Its unladen weight is 6 tons 12 cwt.

Three Semi-forward-control Models

There are three basic models in the new GSF semi-forward-control range, and each is available with either the Gardner 5LW or 6LW oil engine. All are six-wheelers, rated at 18½ tons gross when the 5LW unit is installed, and 20 tons with the 6LW engine, and the approximate payloads are 12½ tons and 14½ tons respectively.

The 56GSF and 66GSF chassis are offered with a choice of three wheelbases: 17 ft. 6 in., 16 ft. 1 in., or 13 ft. 3 in. On these chassis can be mounted bodies 22 ft., 20 ft. or 15 ft. 6 in. long, the shortest being a tipper. Overall lengths are 29 ft. 9 in., 27 ft. 9 in. and 23 ft. 6 in., respectively. The two longer-wheelbase models are 7 ft. 10½ in. wide, the tipper body being 7 ft. 6½ in. wide.

Other than four four-wheelers made specially at the beginning of the year for brewery work, these new six-wheelers are the first vehicles to be built by E.R.F., Ltd., without full forward control. The semi-forward layout has been adopted to give equal tyre loadings on the front and bogie wheels, thus enabling the same size of tyre to be fitted to all wheels. At the same time, the front-axle loading is lower than is usual with a six-wheeler, reducing the steering effort and allowing a lighter front axle to be used.

Another important consideration is that the engine is farther forward relative to the cab, thus more cab room is available and a two-man passenger seat can be installed. The short "snout" in no way reduces forward visibility, it still being possible to see to within 9 ft. of the front bumper at ground level on the vehicle centre line.

The 56GSF models have, as standard, the Gardner 5LW

engine developing 94 b.h.p. at 1,700 r.p.m. and 300 lb.-ft. torque at 1,300 r.p.m. It is used with a David Brown S.550 five-speed synchromesh gearbox, having Porsche synchronizers which give a fast, smooth and light change either up or down the ratios. The forward ratios are 7.81, 4.68, 2.76, 1.596 and 1 to 1, reverse being 8.03 to 1, and the gearbox is unit-mounted with the engine at four points.

A single-drive bogie, having an Eaton 18800 two-speed axle, with ratios of 5.14 and 7.02 to 1, is standard. Alternatively, a double-drive bogie with 7-in.-centre overhead-worm axles can be fitted. Two ratios are offered—5.2 or 6.25 to 1. The two-speed axle gives a maximum road speed of 35.7 m.p.h., whilst the worm axles give top speeds of 35.4 and 29.4 m.p.h. respectively.

Semi-elliptic springs are used all round, with a balance-beam layout at the bogie. All the springs are 48 in. long and have 3½-in.-wide leaves. A 21-in. diameter steering wheel operates the Marles cam-and-double-roller gear, and the track rod and drag link have self-adjusting ball-socket ends.

Girling Brakes: Eaton Axle

The front axle carries Girling HLS/S 16-in. by 3-in. two-leading shoe hydraulic brakes. The rear brakes are cam-operated, and measure 15½ in. by 7 in. when the two-speed axle is fitted, and 16 in. by 5 in. with the worm axles. A combined servo and air valve, similar to that employed on the 54G dumper, is fitted, the same safety features being applicable. The 56GSF models with the Eaton axle have a total frictional area of 940 sq. in., whilst those with the worm axles have a total area of 664 sq. in.

Frames of the new models have 12-in.-deep side members, and fitted bolts are used throughout. A 40-gal. fuel tank is supplied and the 24-v. electrical system has a 288 W. dynamo and 81-amp.hr. battery. The standard tyres are 8.25-20 in. (14 ply), and a spare wheel and tyre are standard.

The new cab offered with these chassis is not unlike the KV6 cab employed on certain forward-control chassis. It does not extend the full width like the KV cab, the front wings projecting slightly beyond the sides of the superstructure. Much of the panelling is of plastics, based on a timber frame which has steel reinforcements. In common with normal E.R.F. practice, a large two-piece wrap-round windscreen is employed and the front grille is similar to that of the forward-control cabs.

There is a hinged bonnet ahead of the windscreen which is secured by two knurled screws and gives access to the radiator, air cleaner, heater, steering box and front cylinder head. The internal engine cowl is fully insulated against heat and noise. Standard equipment includes heater and demister, twin dual-drive electric windscreen wipers and chromium-plated bumper bar.

Gardner Engine: D.B. Gearbox

Specifications of the 66GSF chassis vary principally in respect of the engine, gearbox and axles. The power unit is the Gardner 6LW which gives 112 b.h.p. and 358 lb.-ft. torque. It is mounted as a unit with a David Brown 557/44 five-speed constant-mesh gearbox, the forward ratios of which are 7.92, 4.68, 2.74, 1.565 and 1 to 1, the reverse ratio being 7.92 to 1.

Because of the higher torque output the Eaton axle cannot be used behind the 6LW engine, so the standard bogie is a double-drive unit with overhead-worm axles which have 7½-in. centres. There is a choice of axle ratios—5.6 or 6.25 to 1—and these give maximum speeds of 34.8 and 31.2 m.p.h. respectively. A third differential can be fitted.

The 66GSF has similar front brakes to the 56GSF, but the rear brakes are 16½-in. by 6-in. units, giving a total

frictional area of 824 sq. in. The standard tyres are 9.00-20 in. (14 ply), carried on B6 5-20-in. wheels.

A 56GSF 17-ft. 5-in.-wheelbase chassis with Eaton axle and 22-ft. body will be shown at Earls Court. Another exhibit will be a non-standard semi-forward-control tractor chassis based on the standard model, but powered by a Gardner 6LX 150 b.h.p. oil engine and having a wheelbase of 12 ft. 3½ in. This tractor is rated for a gross train weight of 40 tons and has a David Brown 557/480 10-speed gearbox with overdrive top, and double-drive fully articulated bogie, the 8½-in.-centre worm axles having a ratio of 7.25 to 1.

A Westinghouse air-pressure system actuates the brakes on all wheels, and 11.00-20-in. (12 ply) tyres are fitted. The chassis has an overall length of 20 ft. and is 7 ft. 10½ in. wide. Both this and the 56GSF exhibits will be seen with the new semi-forward-control cab.

The 18-ft.-wheelbase eight-wheeler exhibit is representative of certain changes that have been effected in all current E.R.F. heavy-duty multi-wheelers. This model, the 68GX, has the Gardner 6LX oil engine, parallel-depth chassis frame and eight-wheel air-operated brakes. The 6LX engine is now available as alternative equipment in all such chassis, the other available power units being the Gardner 6LW 112 b.h.p. oil engine and the Rolls-Royce C4 133 b.h.p. oil engine. As used in the 68GX exhibit, the 6LX has a five-speed constant-mesh direct-top gearbox, and a double-drive rear bogie with 5.6-to-1 worm axles is installed.

Constant-depth Frame

The new chassis frame has side members with a constant depth of 12 in. throughout their length except at the front, where the top flange is swept downwards to lower the cab-floor height. Manufacture is simplified, wheelbase variations can be effected more easily and additional support is given for tail-end loads when compared with the previous type of frame, in which the side-member section was decreased over the rear bogie.

Eight-wheel brakes have been optional on E.R.F. eight-wheelers for some years. Most chassis thus equipped have been for export and have had air-pressure units, as opposed to the air-hydraulic system fitted to home models. The latest layout has Girling two-leading shoe units on the front axle or axles, actuated by a new type of compact air-pressure cylinder. This bolts on to the standard backplate in place of the hydraulic cylinder normally fitted and occupies little more space, so it does not affect front-wheel lock. The rear brakes are operated by diaphragm cylinders in the normal way.

Other exhibits on the E.R.F. stand will include a 66R 50-ton-gross tractor unit. This model, which was introduced four years ago and has been selling well in South Africa, is powered by a Rolls-Royce 200 b.h.p. six-cylindrical oil engine. A Rolls-Royce engine, the C4 NFL of 133 b.h.p., also powers the 48R 14-ft. 9-in.-wheelbase eight-wheeler which is to be shown by Edbro-B. and E. This exhibit will have an 18-ft. body and, as with the 68GX, eight-wheel air brakes are fitted. A third eight-wheeler exhibit will be a 68G with a 24-ft. refrigerated container.

Detail developments common to all the new and current E.R.F. models include the use of Micronic paper-element air filters, a high percentage of plastics panelling in the cabs, and paired headlights on some of the forward-control models. Purolator air filters are mounted inside the cab front panelling in the position formerly occupied by the oil-bath units and access is given to them for element maintenance by a detachable interior panel.

Minor changes have been made in the interior layout of the standard cabs. They concern instrument and switch position, trim and heating-demisting arrangements.

THE movement of perishable food-stuffs by road has become increasingly important to manufacturers, especially those with a widespread distribution of branded goods.

As more of these manufacturers have come to appreciate the advantages of road transport for speedy bulk haulage, their designers and advertising advisers have built up an increasing awareness of opportunities to extend company prestige by the use of planned design for these vehicles.

Birds Eye Foods, Ltd., with factories in Kirkby, Grimsby, Yarmouth and Lowestoft, decided to introduce bulk-load vehicles to move their quick-frozen foods to London. To take full advantage of public recognition, Richard Lonsdale-Hands Associates, Ltd., were commissioned to advise on the design of a suitable body and surface treatment for Birds Eye's first bulk vehicle.

This consisted of an 18-ft. wheelbase



The "Fish Fillet Special" is an E.R.F. refrigerated vehicle capable of carrying 17 tons. It operates between London and Grimsby.

BULK VEHICLES HELP TO SELL THE GOODS

E.R.F. 24-ton chassis for a 17-ton payload. The insulated container could maintain up to 14 tons of quick-frozen foods at a product temperature of 0° F. over a period of 24 hours, using carbon dioxide as the refrigerant.

Initially, there were to be three of these bulk vehicles, with a fourth, mechanically refrigerated, as an experiment. Although the construction entailed a refrigerated container on a platform, the designers wanted the finished appearance to present an integrated vehicle.

Since the vehicles would be keeping to trunk roads and would always be seen on the move, the overall design had to suggest the quality of the products, with a sense of urgency and efficiency in reaching their destination. At first, vehicles were intended to operate only in the daytime, covering 700-800 miles a week. Now, a 24-hour service is envisaged, so provision has had to be made for illuminating branding.

With all these considerations in mind, the designers had to combine Birds Eye branding with vehicle styling, making use of the company's established blue and white colour scheme, in conjunction with their "bird in flight" silhouette trade mark. To achieve an effect of unity, the cab had to be integrated with the body, which was done by designing a Luton-type body.

The attractive Birds Eye Foods design applied to a 15-cwt. Austin Omnivan.

Smart Designs Increase the Operator's Prestige

An illuminated front-facing headboard, bearing the company insignia, was fixed over the cab roof. From this headboard a two-stage contour along the aluminium body was developed, sweeping in one continuous line round the tail of the vehicle and picking up the blue-and-white colour scheme.

Branding on the sides was confined to an inset band in the centre, finished in a deep blue specially developed to identify the company's products. This branding, displayed in relief against the blue, featured the bird's silhouette in white, trimmed in gold.

The trade name, which was in red, was made easily identifiable at night by the use of Scotchlite reflecting material. At

the rear the bird motif and name were repeated across the blue door panel.

It was considered important to create a suitable slogan specially for this simple yet modern styling. "Refrigerated service" was agreed upon—a straightforward statement of fact, suggesting urgency and efficiency. This was balanced by the words "Quick-frozen foods" to give positive identification of the goods.

To continue the integration of the body so that it did not appear that a box had been simply loaded on to a wheeled platform, ribbed aluminium sheeting was used. This lowered the apparent height of the vehicle, and its streamlined effect contributed to the appearance of speed. The emphasis thus given to the lower part of the vehicle was balanced by finishing the top of the blue inset panel in silver.

Another practical application of the finished design was that it allowed refrigeration gases to be exhausted by a venturi at the front end of the container behind and above the driving cab, and let gases pass out through the roof.

The first of these bulk movement vehicles is now in service, and the driver has been provided with a uniform designed to harmonize with the colour scheme of the vehicle. Richard Lonsdale-Hands Associates also advised on the uniform.

A special feature of the vehicles is a destination board included on each side. They are readily interchangeable and indicate the route over which any particular vehicle is operating, together with the variety of frozen food carried. A typical example is the "Grimsby-London Fish Fillet Special."



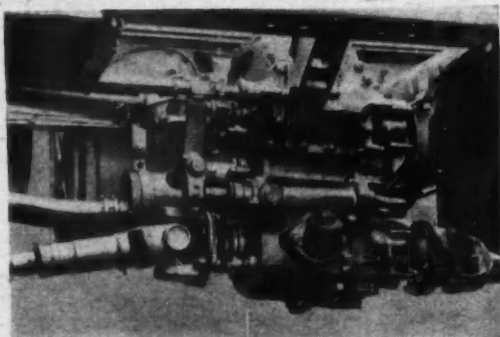
New 4 x 4 Range

A RANGE of Thames Trader 8-ton gross 4 x 4 models is being produced by the Ford Motor Co., Ltd., in conjunction with All Wheel Drive, Ltd., Camberley, Surrey. The chassis are already being produced for export and will be available on the home market towards the end of this year. Several 6 x 4 and 6 x 6 chassis are being developed for eventual introduction and two 4 x 4 chassis will be seen at Earls Court next month.

The 4 x 4 range is available with a choice of three wheelbases, oil or petrol engines, and a variety of tyre equipment to meet varying conditions. The maximum gross vehicle weight for the 4 x 4 models is

(Right) The new Thames Trader 4 x 4 has a cross-country gross weight rating of 8 tons. The frame is higher than on the normal 7-ton chassis and valances have been added to the wings.

(Below) The auxiliary gearbox fitted to the Trader is one of the standard All Wheel Drive designs. It gives ratios of 2.105 and 1 to 1 and front-wheel drive can be engaged in high or low ratios.



8 tons for cross-country applications, irrespective of tyre equipment, a rating which applies also to road use with single rear tyres. With 9.00-20-in. (12-ply) twin rear tyres the vehicles can run at 10½ tons gross on the road.

As is usual with All Wheel Drive designs, much use is made of standard chassis components and only special items, such as the transfer box, front-axle components and certain frame parts, are not common to the normal Trader range. To maintain as high a degree of standardization as possible, the front-axle hypoid-bevel drive and differential units are identical with those used in the standard Trader fully floating rear axle. The standard axle ratio is 6.8 to 1, with the option of 7.2 to 1.

Auxiliary Gearbox

The usual All Wheel Drive auxiliary gearbox, having ratios of 1 and 2.105 to 1, is employed. It is mounted separately from the normal main gearbox on a three-point flexible system, the input being through a short drive shaft. There are three output flanges, one to the front axle, and one to the rear axle in the case of the 4 x 4, whilst the second rear output flange can be used for 6 x 4 and 6 x 6 vehicles, with separate cardan-shaft drives to each axle of the rear bogie.

A full engine torque/power take-off is available for mounting on the auxiliary gearbox, the power take-off being complete with built-in lubrication pump to ensure an ample supply of oil when the vehicle is stationary.

Two levers in the cab control the transfer box. One selects high or low auxiliary ratio and the other is for the engagement of front-wheel drive. An interlock ensures that low ratio can be engaged only after front-wheel drive has been brought into use to avoid high torque

loads being imposed on the rear axle alone. Both controls may be operated while the vehicle is in motion. The 4 x 4 range comprises three basic models of 9-ft., 11-ft. 6-in. and 13-ft. 4-in. wheelbases, each available with either right- or left-hand drive. The standard tyres are 9.00-20-in. (10-ply) (dual rear), with options of single 11.00-20-in. (14-ply) or 12.00-20-in. (14-ply) front and rear. The cab is available to normal, tropical or cold-climate specifications.

The oil engine offered in all models is the Ford 6D, which has gross and net output ratings of 108 b.h.p. and 100 b.h.p. respectively, the equivalent maximum torque figures being 253 lb.-ft. and 242 lb.-ft. at 1,500 r.p.m. The maximum governed speed is 2,500 r.p.m.

The alternative Ford six-cylindered petrol engine has gross and net power ratings of 115 b.h.p. and 110 b.h.p. respectively, the torque ratings being the

same as for the oil engine. Thus a constant performance can be obtained with either power unit so far as hill-climbing ability is concerned.

Common to all models, the four-speed synchromesh gearbox has forward ratios of 6.482, 3.092, 1.686, and 1 to 1, reverse being 8.007 to 1. All the 4 x 4 outfits have semi-elliptic springs and lever hydraulic dampers at each wheel. The brakes, which are similar to those fitted to the normal Trader 7-tonners, are Girling hydraulic units with a Clayton Dewandre vacuum servo.

The chassis frame is largely similar to that used on the equivalent Trader 7-ton models, except that bolting is employed for securing the spring-hanger brackets. The third cross-member is replaced by a special member which supports the rear of the auxiliary gearbox and helps to strengthen the central section of the frame.

Special Components

All the spring-hanger brackets are special components. They are longer than the standard units, having the effect of raising the frame by some 6½ in. to ensure adequate clearance between the sump and the front-axle differential. The frame is flexible, thus helping to ensure that all four wheels provide adequate traction when crossing very rough ground. The standard Trader cab is modified only to the extent of providing holes in the floor for the auxiliary-gearbox operating levers and attaching to the wings extended valances incorporating cab-access steps. The cabs are available in the normal Trader range of colours.

Minister Receives New Call for Tamar Bridge

A LETTER stressing the need for a Tamar road bridge has been sent to the Minister of Transport and all Devon and Cornwall M.P.s by St. Germans Rural District Council. Copies have also been distributed to Devon and Cornwall county councils and the Tamar Bridge Association.

The letter expresses concern over ever-

increasing delays at Torpoint and Saltash, and declares that existing ferry services are completely inadequate.

"Delays of over two hours on either side are a common occurrence," it states. "These delays are accentuated during the summer months by additional holiday traffic, and the loss occasioned in man-hours and vehicle time is enormous."

Opinions and Queries

Making Safe Loads Safer

THERE has been a good deal of comment recently concerning insecure loads. Considerable publicity has been given to a few accidents which, unfortunately, have been particularly nasty and have occurred owing to loads breaking loose. It is therefore of primary importance to ensure that personnel receive instruction in the best methods of securing loads.

Personally, I believe that the actual "securing" of loads is fully carried out in the majority of cases, but it is my experience when travelling by road to come up against frequent instances where the job has not been properly completed. Often, the load itself is safe enough, but the ropes or chains for securing it have not been adequately stowed after fixing.

Yet another failing is in the matter of covers or tarpaulins, which sometimes billow dangerously, through the load being originally insecure or having reached that state during transit. Sometimes, after the discharge of loads or part loads and journeying light, vehicles will proceed with their covers folded and thrown on to the platform with or without some weight to hold them.

The moral seems quite plain—adequate and proper securing of loads initially, but I suggest that those fleet owners who do not already advise their drivers to make periodic inspections of lashings, chains and other methods of fixing should adopt this procedure.

Some operators I know have decided to put notices in cabs, reminding drivers that when stopping the opportunity should be taken to carry out an inspection of fastenings.

Thorpe Bay, Essex.

TRUNKIE.

Continental Contrast in Commercial Vehicle Driving

THE matter on which I am writing may have been mentioned before; it concerns the driving conditions and road courtesy in the United Kingdom and on the Continent. In particular it compares our commercial-vehicle drivers with those on the other side of the Channel.

After just completing a 3,300-mile tour of France and Italy it is true to say that I received practically no help at all in overtaking the heavy commercials that operate

there on all classes of road, despite "all modern conveniences" being fitted to them (fancy signals, microphones, etc.).

On returning to this country it is indeed a tonic to see the commercial-vehicle drivers here give helpful and friendly signals after they spot you in their driving mirrors. I consider that our drivers are to be congratulated.

Pinner, Middx.

A. J. C. HODGES,
Director and General Manager,
Greenhill Motor Co., Ltd.,

More Light on the Rolls Bus

REGARDING the references to a Rolls-Royce bus chassis in your issues dated June 27 and August 8, I can inform your correspondents that I have a well-illustrated book on the life of the Hon. C. S. Rolls, which may provide a solution of the problem. In this book it is stated that he dealt in foreign chassis, mostly French, and it seems to be quite possible that a bus chassis was imported by him before he joined up with the firm of Royce. It appears that Rolls, not being satisfied with the foreign vehicles, intended to go one better. It is definite, however, that no bus chassis were of Rolls-Royce make.

Henley-on-Thames.

G. GILES.

(Reader since third issue, 1905).

When Bulk Milk Collection Started

REFERRING to Mr. G. Anderson's letter (July 11) on bulk milk-collection schemes, we are the only company to have supplied bulk tanks for all the schemes and have supplied more than half the tanks installed. We are, therefore, in an advantageous position to know when the various schemes were started. For the purposes of record they are as follows: Kirkcudbrightshire, April, 1954; Wigtownshire, May, 1956; Northern Ireland, January, 1957; Newbury, April, 1957; Angus, May, 1957; and the Midlands, September, 1957.

Reading.

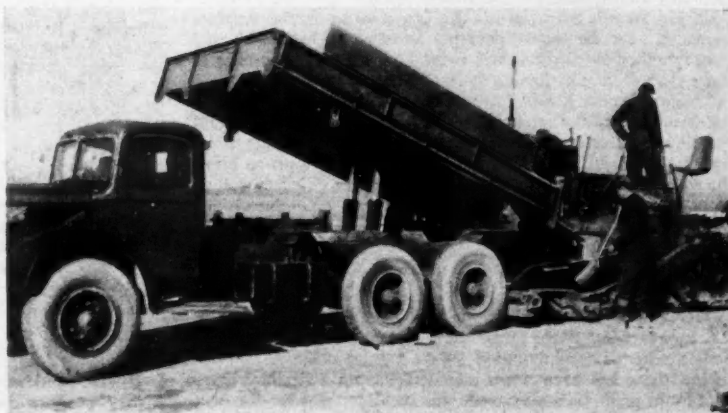
J. R. KNOX,
Technical Director,
(Cascoignes (Reading), Ltd.

AUSTIN 6 x 4 lorries with Telehoist three-way high-level tipping gear are doing arduous work for G. Percy Trentham, Ltd., on the construction of runways. They transport ready-mixed concrete from a central mixing plant to two distributors, a distance of up to 1½ miles. The distributors lay 12 in. of concrete in a 20-ft. bay and it is important that the lorries should discharge the mix rapidly and precisely into the hoppers.

A special feature of the 12-ft. by 7-ft. 3-cu.-yd. all-steel bodywork is the method of hinging the sides to provide a minimum gap when they are horizontal. The load is discharged well clear of the wheels when tipping to the sides. The twin-ram tipping gear of each vehicle, powered by a standard Telehoist power-take-off-pump unit, is used about 70 times a day. Its sub-frame relieves the chassis of stress.

The lorries run over broken-up runways and unmade roads.

70 Tips a Day with Cement



The Telehoist gear of an Austin 6 x 4 tips cement into a distributor.

Bird's Eye View

Mr. Neville Stack, of A.C.V., almost frightened himself to death in photographing this A.E.C. Mammoth with Eagle semi-trailer carrying a bulldozer (seen on the left), which he followed in Poland at more than 45 m.p.h. The trailer outfit being overtaken is a Fiat. (See "Two into One.")



By The Hawk

A Law Unto Himself

LORD GODDARD, Lord Chief Justice, who is retiring from the Bench at the age of 81, has had a profound effect on road transport law. It was he who, in 1951, caused some surprise by ruling that a driver who, after 11 hours of driving, was employed to sort parcels in a depot, was not engaged on work in connection with a vehicle or its load.

He was responsible also for the famous Victoria Motors decision on contract-carriage work. Then, engagingly candid, he admitted in 1953 that in his earlier judgment he had given misleading examples of work that could be done under private hire, because the key case of *Miller v. Pill* (1933) had not been quoted. So the precedent of Victoria Motors was set aside.

Recently he has set the seal of sanctity on normal user and has left hauliers with a legacy that they may not altogether enjoy.

But it is for his acid comments on hooligans and his stern handling of them that Lord Goddard will long be remembered by the public.

Poetic Licence

"**N**EARLY everyone takes a bus or train, so nearly everyone will see your firm's name if you advertise on British Transport buses and station sites," says an advertisement issued by the British Transport Commission. As the Commission comment ruefully in their report for last year on the 444,000 additional private vehicles that came on to the roads, "which could not fail to affect bus carryings," the wording of the appeal is perhaps unfortunate.

Two Into One

THERE is only one A.E.C. in Poland—a Mammoth articulated outfit with an Eagle semi-trailer—but on a recent visit, Mr. Neville Stack, of A.C.V., saw it twice on two separate journeys. On the second occasion he came up behind it—and photographed it—while it was overtaking a Fiat with trailer at more than 45 m.p.h., having to leave the road to do so.

"I don't know if you have ever tried driving a car on the left-hand side of the road while overtaking a truck on the right travelling at this speed, and with your eye glued on the viewfinder of a Zeiss," says Mr. Stack, "but if you want to know the fear of imagining any minute that you are going to collide with the vehicle you are overtaking, I can recommend this way."

I don't.

Bell's Palsy

WHAT is it about bell-ringing that brings out the worst in men? First there was the incident at Briggs Motor Bodies, where tintinnabulation led to a mass strike.

Now there has been a one-man strike from a similar cause. Because of a tiff with his fiancée, the conductress, over the way she rang the bell, a driver abandoned his bus and passengers.

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He has been dismissed and apparently there is a risk that he may have to sell his car, but the daily Press promises a happy ending. I can hardly wait for it.

What Next?

BUT the uneven course of true love is not the only headline news in the bus business. Caithness Public Health Committee are reported to be concerned about the number of children who smoke on school buses. Apparently the conductresses are unable to stop it.

Mr. Hugh R. Stewart, director of education for Caithness, is said to have suggested that children who insist on smoking should be made to walk. Bring on the bell-ringers!

On the Board

MR. PETER DUPREE, who for the past two years has headed the Traders' Road Transport Association's maintenance-inspection team in the Portsmouth round of the Lorry Driver of the Year Competition, has been appointed a director of Brickwoods, Ltd. His family has for many years been connected with Portsmouth and Brighton United Breweries, Ltd., who are amalgamated with Brickwoods.

It was Sir William Dupree who was responsible for a scathing attack, perpetuated in a tiled panel on the front of the "Coach and Horses" at Portsmouth, on the Liberal Government of 1907, whose ethics he challenged.

From the Horse's Mouth

THEORETICALLY at least, vehicles built by an operator should be ideal, provided that he has sound engineering knowledge to back his operating experience. For this reason the new T.V.W. range described on pages 132-133 merits attention. It is descended from the Sentinel and reveals its lineage by the outline of the radiator grille. But the designs are those of Transport Vehicles (Warrington), Ltd., whose directors have extensive haulage interests and experience. They should know what hauliers want.

Speedometer No Tell

PLEADING guilty to a charge of speeding in a van, an Indian defendant at Newport (Mon) magistrates' court said: "I drive 20 years without court case, please God. Master police officer right, but I know not my speed."

He was fined £2 by the presiding magistrate (Mr. Nathan Rocyn Jones), who commented: "He was probably trying to emulate Milka Singh, who won the 440 at the Empire Games."

Trouble Brewing

I HEAR of developments in haulage in the north-east that may produce some wry looks. Watch *The Commercial Motor* for the news.



Toughness test. An Austin 5-tonner undergoing rigorous tests on the cross-country track at the Motor Industry Research Association proving ground.

If it's value you want – Austins give it!

If you're looking for a first-rate transport investment you should take a look at Austin 3-, 4- and 5-tonners. These fine trucks offer splendid value for money. They are built to save on fuel bills and running costs every hard-working day of their lives.

The robust chassis and power-packed engine keep them going at full pressure all round the clock. You get the choice of normal or forward control, B.M.C. petrol or diesel engine. And you get a constant mesh gearbox, two-leading-shoe hydraulic brakes, high efficiency steering, strong sec-

tion steel channel frames, roomy cab comfort.

All-purpose range. The Austin truck range includes 2, 3, 4, 5 and 7 ton trucks with platform or dropsides bodies; 5 ton tippers and prime movers for up to 15 ton gross train weights. Chassis/cab/scuttle units are available throughout the range—full details of special bodywork from Austin dealers.

Unbeatable dealer service. All Austins have a 12 months' warranty and are backed by B.M.C. Service—Britain's best service and parts organisation.



Forward control 5-tonner
High visibility, driver-comfort cab.
Platform length 16 ft. 6 ins.
Normal control 3-tonner
Platform length 11 ft. 6 ins.

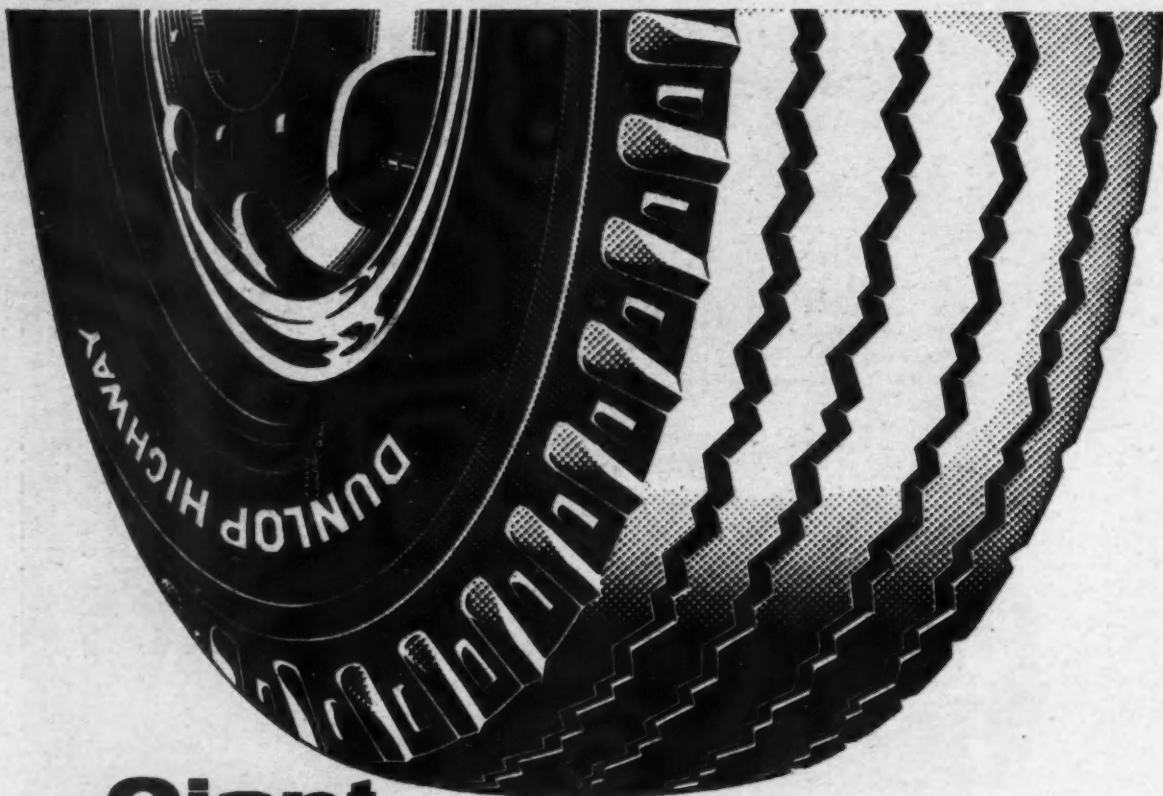


Free personal benefits for your drivers.
Ask us for details.

Invest in an AUSTIN

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

B19



Giant economy from Dunlop durability

Keep down running costs by choosing your giant tyres from the Dunlop range. There are tyres to meet every type of service condition—each one individually built to give you mileage, safety and dependability.



DUNLOP HIGHWAY

For goods-carrying vehicles on smooth, hard surfaces of city streets and main roads. This is the tyre for long trouble-free mileage.

DUNLOP

BUILT BETTER TO LAST LONGER!

Political CommentaryBy JANUS

General Post

MINOR mysteries about the road transport industry, when so many larger issues remain in doubt, would lose what interest attaches to them if they were solved, and are therefore not worth probing too far. It would be something of a disappointment to find a simple explanation of the periodical re-shuffle of certain of the chairmen of Traffic Commissioners and Licensing Authorities.

Nearly a year ago the Government promised to let Wales have a senior civil servant to represent the Ministry of Transport. The promise has been carried out by the appointment, which becomes effective on October 1, of Mr. A. G. Curtis as Transport Commissioner for Wales and Monmouthshire. Mr. Curtis comes over from the East Midland Traffic Area, where he has been Licensing Authority for five years, but his new work will not cover licensing. Exactly what he will do may not be clear until he has been in Wales for some time.

Mr. C. R. Hodgson, the present South Wales Licensing Authority, will fill the vacancy in the East Midland Area. His place, in turn will be filled from below by the Clerk to the Commissioners, Mr. Idris Owen, who was at one time in the Manchester office of the North Western Area. This area includes North Wales, where the Licensing Authority, Mr. F. Williamson, will continue to function, except that, where he might previously have been called upon to represent the Ministry on some matter other than licensing, the duty will now pass to Mr. Curtis or his deputy, the same Mr. Owen who is to take office in South Wales.

The game of general post may seem the logical result of the appointment of Mr. Curtis, but this is not the first time that something similar has happened, for less apparent reasons. Of the present Licensing Authorities, five held that office 10 years ago, but only three of them, Maj. F. S. Eastwood, Brig. R. J. O. Dowse and Mr. W. F. Quin, have remained in the same areas. Mr. S. W. Nelson has shifted from Newcastle to Bristol, and Mr. H. J. Thom from the South Wales to the South Eastern Area.

A Curious Habit

The habit of interchanging Licensing Authorities, which has now been extended to Mr. Hodgson, is curious. It can hardly be regarded as a form of promotion, for the posts are on the same salary scale, with the exception of London, where higher rates of pay are traditional and not merely in the road transport industry.

An Authority who moves to another area may take with him his own methods, to which the local operators will have to become accustomed. Although, on the whole, the licensing procedure is administered with remarkable consistency, there are bound to be some differences of approach. Each Authority may vary in the extent to which he allows hauliers to deviate from their declaration of normal user without being required to apply for a new licence. He may have his own ideas about the exact form of agreement before a contract-A licence is granted, or about the procedure for replacing special A with ordinary A licences.

If there were some fundamental reason for switching Licensing Authorities, one might expect it to operate also on the level of the Associations serving road transport. In fact, their area or divisional secretaries rarely, if ever, change to another part of the country, although this might be thought more likely to happen in view of the fact that

some areas or divisions are much bigger than others in respect of membership, and the job of local secretary is no doubt rated accordingly.

Nor are operators themselves prone to take their businesses from one area to another. They may expand and they may acquire new depots, but their main office seems invariably to be anchored down to their place of origin. For this the licensing system is largely responsible. Even the special A licence, handed without charge and without strings attached to the purchaser of a transport unit, and to successive purchasers while the licence is current, will be withheld if the Licensing Authority is not satisfied that the specified base is one from which the vehicles can serve substantially the same area as when they were with British Road Services. The Licensing Authorities who may be sent from one end of the country to another can deny the same change of scene to the operators under their jurisdiction.

No Distinction in Work

There is another sense in which the work of the Licensing Authorities is more curtailed than that of operators. One point that the division into traffic areas ignores is the distinction between the type of work done by road transport operators. The trade associations, although they also may divide themselves into areas, show themselves aware that their membership covers a variety of interests.

On the passenger side there are separate associations corresponding with the broad divisions of function. On the goods side there is only one major body, the Road Haulage Association—plus the affiliated National Association of Furniture Warehousemen and Removers and the separate and competitive National Association of Road Transport Clearing Houses—and they have a number of important functional groups.

This division into groups, although it has proved useful to the R.H.A., has no place in the licensing system; nor is the system really satisfactorily equipped to deal with applications to carry goods over long distances. On the passenger side there has to be frequent contact between Traffic Commissioners. If a service operates in more than one traffic area, the operator must hold a road service licence or backing in respect of each area affected. The Commissioners who deal with his applications for backings may impose their own conditions, and the details are published in *Notices and Proceedings* for the areas concerned.

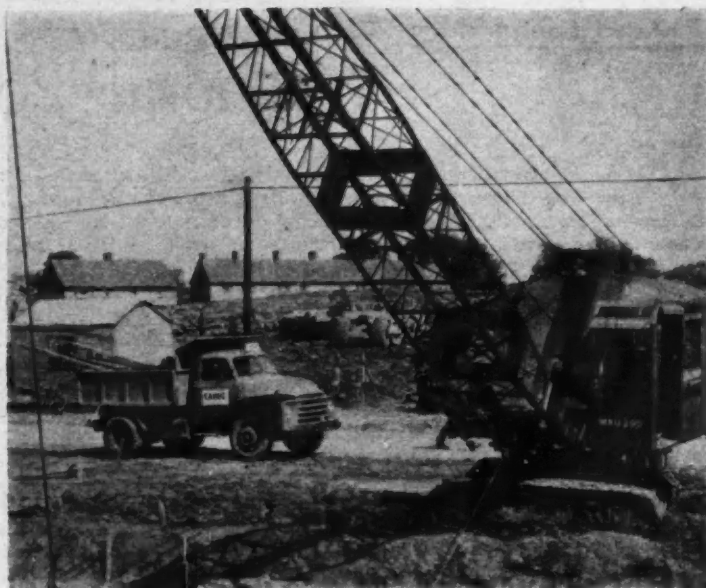
On the goods side there is much less opportunity for operators to keep in touch with what is happening in other parts of the country. This is proving a handicap, particularly to the carriers of specialized traffics, such as liquids in bulk, that may frequently be sent over long distances. An application for a tanker may be of a kind to attract objections from established hauliers in several traffic areas, but many of them may know nothing about it unless they are prepared to buy and study all the various editions of *Applications and Decisions*.

It would help if separate volumes were published in respect of vehicles intended to carry only one type of traffic. Operators not interested in those traffics would not miss the details from the publication in their own area, and would welcome the omission. Long-distance hauliers might ask that they also should be included in the national edition.

Planning for Profit

This Bedford 6-tonner is one of 15 which the John Laing concern have bought for work on the London-Yorkshire motorway. The body-work is by Anthony Hoist. The excavator is a Rapier.

What to Ask for Contracts



AS a change from ancillary operators who are considering entering into C-hiring contracts, a vehicle distributor writes for advice on the rates to be charged in connection with a proposed contract-hire arrangement with a local operator. The proposed hire would cover not only the vehicle, but also the provision of full maintenance and the supply of oil fuel.

The inquirer also asked for an opinion as to what would be considered reasonable depreciation to be taken on the vehicles included in the contract. It was expected that they would be changed not more frequently than every two years, and possibly three years.

Initially, it was expected that three 1½-ton oil-engined vans, each costing about £1,175, would be required. Annual mileage was estimated to average around 40,000 per vehicle.

The distributor considered that the following items of cost would have to be included in the quotations for the hire contract: initial cost, depreciation, road licence, comprehensive insurance, all repairs, all scheduled service, replacement of tyres and batteries, and the supply of fuel at an estimated consumption rate of 30 m.p.g. He asked for the recommended rates to be given in terms of cost per mile or an aggregated annual sum per vehicle, with the object of giving a reasonable return on the outlay of capital.

Providing the Driver

Before entering into details of operating costs, it is first necessary to establish whether the vehicles were to be operated under contract on C-hire licence, as this would obviously affect the standing costs to the extent of the inclusion (or omission) of drivers' wages. In this instance it was confirmed that the customer would provide the driver.

Dealing first with standing costs, licences would be approximately 10s. per week, resulting from an unladen weight in the 1½-2-ton category. Rent and rates are assessed at 8s. 6d. per week. Insurance is placed at 10s. per week, based on a comprehensive policy with an annual premium of £25. Interest at 6 per cent. would amount to £1 8s. 6d., giving a total standing cost for the week of £2 16s.

Although the annual mileage of 40,000, as initially given, seemed rather high for this class of vehicle, it was confirmed that this might even prove a conservative estimate and an average weekly mileage of 800 must be assumed. The standing costs per mile would, therefore, be 0.84d.

The major item of running costs—fuel—would amount to

2d. per mile. It was thought that whilst 30 m.p.g. might be readily obtainable under the best conditions, it would be prudent to take a lower figure. Lubricants were assessed at 0.22d. and tyres at 1.20d. per mile. Maintenance adds a further 1.65d. and depreciation 2.70d., making the total running costs per mile 7.77d. When added to the standing cost per mile for an 800-mile week, this gives a total operating cost of 8.61d. per mile.

Rent and rates have been included on the assumption that the distributor will be responsible for garaging, whilst 4s. per gal. has been taken as the price of fuel.

In view of the comparatively high weekly mileage, the estimated tyre cost has been based on a mileage of 20,000 per set. The figure of 2.70d. per mile has been obtained for depreciation after deducting the estimated residual value and the cost of an initial set of tyres from the original price of the vehicle.

It should be emphasized that the final figure of 8.61d. per mile is the estimated minimum operating cost, to which

should be added the distributor's own overhead costs, which show wide variation between different organizations. Finally, a profit margin has to be added which, in similar instances, varies from 15-20 per cent.

Whatever individual arrangements are made in a C-hire contract to suit any set of circumstances, it should always be borne in mind that the operating costs of a commercial vehicle comprise 10 items—licences, wages, rent and rates, insurance and interest, fuel, lubricants, tyres, maintenance and depreciation. It is, therefore, important that before agreement is reached, all these items should be considered and mutually accepted as the responsibility of one party or the other. Similarly, the extent to which replacement vehicles are to be provided should be clearly defined.

★

ALTHOUGH readily understood by regular readers, the terms, "operating cost per mile" and "hauliers' figures (charges) per mile," as used in "The Commercial Motor" Tables of Operating Costs, are the subject of another query. This reader asks, if he wishes to calculate the cost per ton for a certain journey 126 miles from base, would he be correct in taking the hauliers' figure (charges) per mile for the 126 miles while the load is being carried and the operating cost per mile for the return journey? Would these two amounts divided by the tonnage carried give the charge per ton?

It is first necessary to emphasize the clear distinction to be

Wadham Bros. (Coachbuilders), Ltd., Waterlooville, built this scooter transporter on a Morris LDO.2 oil-engined chassis for Lambretta Concessionaires, Ltd. Fourteen scooters can be carried on the two decks, with spares in the Luton head. Wheels fit into recesses to avoid need for packaging.



made between costs and charges. For example, referring to pages 28 and 29 in the 42nd edition of "The Commercial Motor Tables of Operating Costs" (incidentally, the 43rd edition is to be published on September 26), it will be seen that the total operating cost for the popular 5-ton oiler, when operating 500 miles per week, is shown as 13.78d. (approximately 1s. 1½d.) per mile. In this sum is included all the items involved in actual operation.

Lower in the same table, the corresponding minimum charge per mile for the same vehicle, when operating 500 miles per week, is 1s. 6½d. The difference is accounted for by the addition of a profit margin of approximately 20 per cent., plus an allowance for overhead costs. Overheads are incurred by the business as a whole and not directly by any vehicle.

If, therefore, it is the actual cost to himself that the operator wishes to calculate, then, in the instance quoted, this would amount to 252 miles at 13.78d. per mile, whilst under average conditions the haulier would have to charge 1s. 6½d. a mile to his customers to obtain an adequate return. In practice, however, there would obviously have to be other trips to do as well to provide a reasonable week's work, whilst it would be usual for established hauliers to be able to obtain a proportion of back-loads. This factor, together with the extent of local competition, must inevitably have some influence on charges.

★

AN ironmonger says he is considering forming a limited company to deal with the bulk sale of heating oils. As he already has a C licence in connection with the ironmonger's business, he is wondering whether he can use the same vehicle for both businesses, or whether he would need to hire a vehicle from himself to the newly formed company.

As it is not permissible for a vehicle to be specified in more than one carrier's licence at the same time, the two separate businesses could not make joint use of one vehicle.

But a licence granted to a holding company owning not less than 90 per cent. of the issued share capital of a subsidiary is valid for any vehicle operated by the subsidiary. If, therefore, in this instance, when the new company was formed to deal with the bulk sale of heating oils, arrangements were made to comply with this provision, it would be possible to use any vehicle specified on the C licence for both businesses. It would appear that this should not present any difficulty.

★

STOP lights are the subject of another inquiry. A reader asks when it will be necessary by law for a pre-war goods vehicle to carry two rear stop lights and whether such rulings would also apply to trailers.

As there is no legal obligation for stop lights to be fitted to any vehicle, the distinction between pre-war and post-war models does not arise. If, however, they are voluntarily installed, the following conditions must be complied with: (1) If only one stop light is carried, it should not be fitted to the left of the centre, but this, of course, does not preclude duplicate stop lights on both sides. (2) The light must be red or amber and diffused by means of frosted glass or similar means.

These conditions apply to both vehicles and trailers unless they were registered before January 1, 1936, in which case they would be exempt. It is emphasized again, however, that this date refers only to the conditions to be satisfied if stop lights are voluntarily fitted.

S.B.

Light-alloy Drum on 7-cu.-yd. Mixer

WISHING to increase the payload carried by their A.E.C. Mammoth Major mobile concrete mixers, F. Bowles and Sons, Ltd., Cardiff, placed an order with Fredk. Braby and Co., Ltd., for a 7-cu.-yd. mixer with the rotating drum fabricated from aluminium-alloy sheet.

Previously, steel had been thought to be the only suitable material for these drums, because of the abrasive nature of the load. However, the 12-ft.-long and 7-ft.-diameter drum was built of ¼-in.-thick Noral B54SN plate, Argon-Arc welded on both sides of all joints, with alloy reinforcement rings welded on the outside. The internal mixing blade was made from ½-in.-thick steel plate.

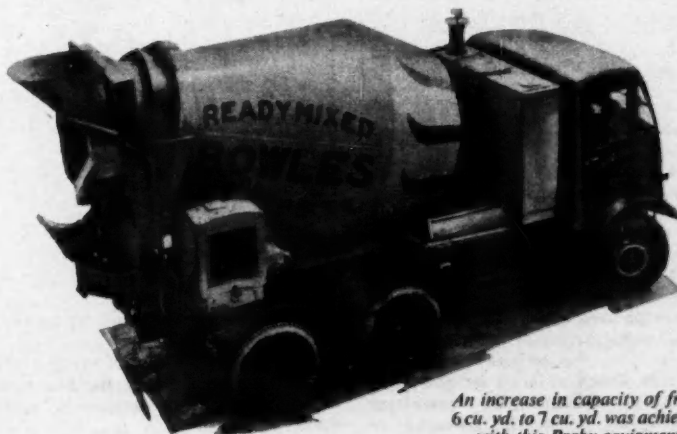
Using light alloy for the drum and some ancillary equipment allowed 7 cu. yd. of concrete to be carried at the same gross weight as 6 cu. yd. when a steel drum was employed.

The mixer was recently stripped for inspection after two years' service, during which it had carried and mixed over 14,000 cu. yd. of concrete. It was found

that internal wear was no greater than that usually experienced with steel drums, being from 0.02 in. to 0.03 in.

The steel mixing blade, however, had

reduced in thickness by about ⅛ in. and in places was worn to a knife edge. Two further mixers with light-alloy drums have followed the original one into service and are said to be quite as satisfactory.



An increase in capacity of from 6 cu. yd. to 7 cu. yd. was achieved with this Braby equipment.

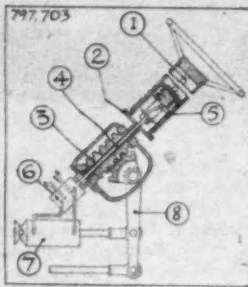
B23

Power-assisted Steering Mechanism

PATENT No. 797,703 shows a power-assisted steering mechanism, the chief novelty of which is the interposition of a torsionally elastic member between the steering wheel and the worm box. The lost motion permitted by this arrangement is used to control the hydraulic assistance. (Adolph Saurer, Ltd., Arbon, Switzerland.)

The wheel when turned transmits rotation through a small-diameter shaft (1). This acts as a torsion rod, causing the movement at the lower end to lag slightly. Assuming no power were available, the torque would ultimately turn the sleeve (2) and with it the worm (3).

Normally, however, the initial turning movement is converted into axial movement of the rod (4) by means of projections working in helical slots (5). The up-and-down movement so created operates the control valve (6) for the hydraulic pressure and causes the servo cylinder (7) to apply amplified force to the drop arm (8).



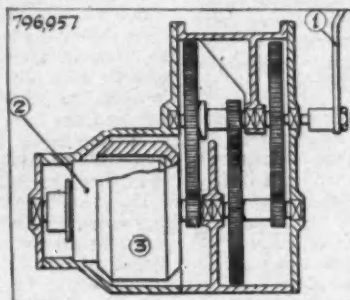
occur and then, when the lever is pulled further, performs the actual braking.

The system is not dependent on the presence of air pressure for its functioning, but only on its absence. It is therefore safe from failure.

AN ENGINE STARTING DEVICE

A HAND-OPERATED generator for supplying current to a conventional starting motor forms the subject of patent No. 796,957. It is intended for use in adverse circumstances, such as arctic weather, or on a vehicle with a run-down battery, or it may even be used as the standard method of starting vehicles from a garage. (Simms Motor Units, Ltd., and E. Leyburn, Oak Lane, London, N.2.)

A manually operated generator could not directly provide sufficient electrical energy to swing a stiff engine, but in this case a flywheel is incorporated to form an energy reservoir. This can be

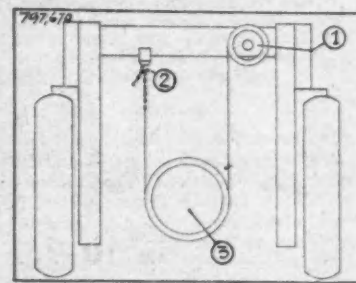


accelerated manually over a period of time, and then used to drive the generator at a high output for a short time.

The drawing shows the construction of the proposed unit. The handle (1) drives, via a three-stage speed-increasing gear, the generator (2). The flywheel is an annular member (3) which surrounds the generator, thus giving the maximum momentum for the minimum mass.

In use, the generator and its flywheel are raised to a high speed and then the starter switch is closed. The generator is a series-wound machine but is provided with a small shunt winding to enable the field to be built up during acceleration.

For starting a number of vehicles from their home garage, the generator could be kept running by a small-power mains motor.



LIFTING DEVICE FOR STRADDLE CARRIER

VEHICLES used for transporting pipes, bars or poles are often made to straddle the load and patent No. 797,670 shows a lifting mechanism associated with such work. (Fisons Pest Control, Bourn, Cambridgeshire.)

The drawing shows an end view of a vehicle of this type. The frame is of inverted U-section and is fitted with a power-driven winch (1) and a fixed hook (2) which can lift the load (3) from the ground.

The arrangement is duplicated at the other end of the vehicle so that the load is lifted at two points. Instead of the cable shown, Balata slings or scissor-dogs may be used to hold the load.

REMOVING VALVES FROM TUBELESS TYRES

PATENT No. 794,844 comes from Goodyear Tire and Rubber Company, Akron, Ohio, U.S.A., and shows a tool for use with tubeless tyres. It enables the "snap-in" type of valve to be readily inserted or withdrawn from the rim.

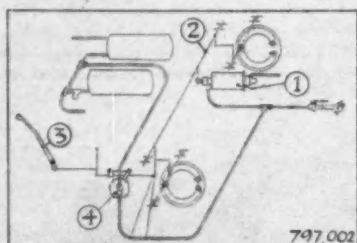
TELESCOPIC UNDERCARRIAGE

PATENT No. 796,938 gives details of telescopic legs for supporting semi-trailers when uncoupled from their tractor. The particular point of the design is that the legs are placed well forward for stability yet do not get in the way of the turntable assembly. (Cranes (Dereham), Ltd., South Green Works, Dereham, Norfolk.)

The legs comprise a tubular part (1), pivoted to the frame at 2, and an inside telescopic sliding member (3). The assembly can be lengthened or shortened by an interior jack-screw worked by bevel gears (4) from a cross-shaft.

Pivoted at 5 on the frame is a lever (6) which rocks upwards when the legs are retracted. As it swings it pulls on the connecting linkage (7) and swings the leg to the right and upwards.

The retraction mechanism in no way encroaches upon the turntable area.



The drawing shows a power-brake layout incorporating the scheme. A cylinder (1) contains a spring which can apply light operating movement to the hand-brake cross-shaft (2). Normally, the spring is held compressed by air pressure and is non-effective.

When the hand brake lever (3) is pulled, it first opens a valve (4) which exhausts the air from the spring cylinder and allows the spring to move the brake into the ready position. The hand-lever ratchet system permits this movement to

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OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford, all models; sent anywhere in Britain.

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1954 BEDFORD A type, long wheelbase, fitted with new Pilot twin under-ram tipper, in good condition throughout. F Brocklehurst, 18 Cecil St., Lincoln. Phone 1710. 774-6546

BEDFORD P6 Diesel, 1954 and 1955, 5-ton short-wheelbase steel-body tipper, £395, £445.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 774-51

1956 BEDFORD 5-ton long-wheelbase Diesel drop-side truck, excellent condition throughout, £675. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 744-68

1954 BEDFORD 25-cwt. van, one owner, good condition, £350. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 774-99

1956 BEDFORD 12-cwt. van, good tyres, low mileage, in grey primer, £295.

1955 BEDFORD 12-cwt. van, excellent tyres, ladder rack fitted, only needs repaint, £245. Shaw and Kilburn, Ltd., Westryn Avenue, W.3. Acorn 4641. 774-130

BEDFORD 5-ton long-wheelbase tipper, alloy body, P6 Diesel engine, £195.

HAMBLINS GARAGE, Rectory Rd., Rushden. Phone 3211. 774-125

1956 BEDFORD 7-ton steel-bodied tipper for sale, all in first-class condition. For particulars apply: St. Edmund's Garage, Ltd., 29 Kettering Rd., Northampton, 1967, 3808. 774-139

FOR sale, one 1945 BEDFORD 5-ton truck and one 1947 Bedford 3- to 4-ton furniture van. Offers to Box CM744, care of "The Commercial Motor." 774-219

WELCH'S GARAGE (STAPLEFORD), L. TD.

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FOR IMMEDIATE DELIVERY:—

NEW BEDFORD 7-ton chassis-cab with 300 Diesel, 2-speed axle and 9.00 tyre equipment.

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1950 Spurling 30-cwt. 3-way van, in magnificent condition.

CHOICE of several second-hand BEDFORD vans and trailers.

SEVERAL drop-sided trucks and choice of several O-type tippers.

SCAMMELL trailers, several. Inquiries welcomed.

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1952 BEDFORD 5-ton short-wheelbase tipper, 5-cu. yd. steel body, excellent order, good tyres throughout, £225.

1951 BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

1948 BEDFORD 30-cwt. truck, very good condition throughout, £185.

1947 BEDFORD 5-cu. yd. tipper, wooden body, in good condition, forward control, Neville cab, £150.

1946 BEDFORD-SCAMMELL articulated unit, with 15-ft. straight-frame platform trailer, excellent tyres, good condition, £150.

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SPURLING MOTOR BODIES, LTD.

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FOR "QUALITY TESTED SECURITY."

BEDFORD 30-cwt. van, coachbuilt body, in exceptional condition.

BEDFORD 7-ton heavy-duty short-wheelbase tipper, Comet engine, 5-cu. yd. body, £175.

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1954 BEDFORD 8-ton Diesel tractor with 20-ft. trailer.

1954 57 BEDFORD 10-12-cwt. vans, choice of several.

1951 BEDFORD 5-ton boxvan.

1954 BEDFORD 7-ton long-wheelbase platform.

1951 BEDFORD 3-ton semi-Luton van.

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1946 BEDFORD 2-3-ton truck, R.C. engine, new body.

OTHER makes and types available.

PART-EXCHANGES, hire-purchase.

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CRICKLEWOOD, N.W.2.
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Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushon St., N.1; Vigo Motors, W.10; and Colchester. 774-316

OVER HALL GARAGES, LTD.

1956, 1952 October, BEDFORD CA van, heavy-duty tyres, excellent order, one owner.

1952 3-ton boxvan, one owner, very clean.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDD.
Ashford 5741.

774-271

CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery.

NEW BEDFORD 25-cwt. van, petrol, 3-way loading.

NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.

1950 (Registered) BEDFORD tractor unit, Diesel, £300.

1952 BEDFORD 4-ton truck, with helper springs, £150.

REMINGTON ST., City Rd., N.1. (Near Angel). 774-288

Clerkenwell 7456

15 BEDFORD long-wheelbase platform lorries, petrol, part of fleet at C-lance operator, including 2-3-ton, 5-ton and 7-ton vehicles, first registered 1946 to 1954.

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80-90 PORT STREET,
MANCHESTER, 1.
Central 4311 (10 lines).

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Used Goods Vehicles (contd.)

BILL WALTON, LTD.

1954 30-cwt. BEDFORD truck, nice order.

1952 BEDFORD 1,000-cu.-ft. Luton, new panels, etc., £375.

1951 BEDFORD 5-ton tipper, reconditioned body, £195.

1951 2-ton BEDFORD truck, £175.

CHAPPELL'S GARAGE.

190-6 KENNINGTON PARK ROAD,

S.E.11.

Phone, Reliance 1177.

774-257

K.J. MOTORS, LTD.

BEDFORD OFFICIAL MAIN DEALERS.

BEDFORD 1947 8-ton Scammell unit, petrol, excellent tyres, £145.

BEDFORD 1948 drop-side truck, £150.

BEDFORD 1951 tipper, 5 cu. yd., £225.

WIDMORE RD., Bromley, Kent. Ravensbourne 3456.

774-252

G.T.C. (COMMERCIALS), LTD.

1956 Model BEDFORD Diesel 7-ton short-wheelbase chassis-cab, reconditioned engine just fitted, one C-lance owner (ideal for conversion to artic. unit or tipper), £255.

1954 BEDFORD 2-3-ton long-wheelbase drop-side truck, genuine 22,000 miles only from new, outstanding condition, one C-lance owner, £450.

1954 BEDFORD 5-ton long-wheelbase boxvan, separate cab, first-class body, one owner, £450.

1954 BEDFORD 7-ton long-wheelbase drop-side truck, Diesel engine, 17-ft. 6-in. body, very good tyres, one owner, £495.

1951 BEDFORD 4-ton 1,300-cu.-ft. Luton van, alloy body, in outstanding condition, unladen weight 2 tons 19 cwt., one owner, £400.

1951 BEDFORD-SCAMMELL Perkins P6 artic. unit, synchromesh gearbox, one owner, £265.

1951 UNREGISTERED BEDFORD 10-ton tractor unit (ex-M.O.S.), S.A.E. coupling, in outstanding condition, nearly new tyres all round, £275.

1950 BEDFORD-SCAMMELL artic. unit, ready for work, £50.

1946 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body in far above average condition for its year, £85.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3.

774-366

1947 2-3-ton BEDFORD Luton van, approximately 1,000 cu. ft., £100.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13 Palmers Green 0446 and 1023.

774-263

LUTON vans, 2-3-ton, January, 1953, one owner, £325.

SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451.

774-299

1951 3-4-ton BEDFORD van synchromesh gearbox, hypoid axle, good tyres, very clean, £150.

11 Prescott Place, Clapham, S.W.4. Macaulay 2264.

774-312

LOW-MILEAGE BEDFORD O.I. unregistered, in good condition, £125 each. Maine Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62.

774-411

1955 BEDFORD 10-12-cwt. van, £295.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667.

774-337

1955 6 BEDFORD Dormobile, in very good condition throughout, choice of two, from £399.

Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8.

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A BEDFORD for sale? Phone Hamilton Motors, 460-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices.

774-506

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PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St. London, S.E.10.

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774-280

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G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242.

774-362

COMMER

COMMER Q4 Phase I tractor unit with J-type coupling and Hands 20-ft. drop-side trailer, complete unit rebuilt throughout and fitted with Perkins P6 factory rebuilt engine, £695.

PARKER AND CO. (SCUNTHORPE), LTD., Routes Group Main Dealers, Doncaster Rd., Scunthorpe, Phone 3244-5.

774-6506

PETROL engines, back axles, COMMER-SCAMMELL tractors, coupling gear, trailers, units, Tilley, Ltd., Wolverton, Bucks.

775-4447

Used Goods Vehicles (contd.)

DISMANTLING QX with late-type cab. Langley Hill 3182.

1956 COMMER T33 Diesel long-wheelbase truck, 18-ft. platform body, in excellent running order, choice of two, £850 each. Terms and exchange.

USH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175.

COMMER. Two 1957 T33, with or without special A.V. Roger Ross Transport, Swansea 7383.

1954 COMMER 25-cwt. forward-control van, reconditioned engine, has only carried light displays, maintained regardless of cost by large operators, £345.

E. HARPER, LTD., London Rd., Stevenage, Herts. Phone, Stev 700.

2-3-TON tipper, excellent condition, ex-L.E.B., 1949, 2 Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7, Free 3333.

COMMER ED van, late 1954, good condition, very good runner, one owner, £295.

SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451.

1953 COMMER 5-ton truck, choice of two from £285, clean and sound body, tyres reasonable.

1957 COMMER Express delivery van, cream, first-class order, £365. Capital Motor Co., Ltd., Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456.

1953 COMMER vans, plain, from £265.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667.

1954 COMMER 7-cwt. pick-up, in very good order.

J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Phone 4211.

G.T.C. (COMMERCIALS), LTD.

1954 COMMER 5-ton boxvan, separate cab, alloy bodies, superb condition, one owner, choice of three, £245.

1951 COMMER 25-cwt. Luton van, 450 cu. ft. capacity, first-class body, ideal for small removals, one owner, £225.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-4.

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2659.

BURGH HEATH SERVICE STATION for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310.

COMMER Q4 prime mover, Scammell coupling, excellent order, new tyres, £145. Tilley, Ltd., Wolverton, Bucks. 2242.

1957 COMMER Cob, 15,000 miles, £400.

COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62967.

DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, battery, etc., £420 each.

L. W. ASS, LTD., Amphil, Bedford. Amphil 3255.

1947 DENNIS Pax lorry, normal control, petrol long wheelbase, 750 by 20 tyres.

A. PLY DENNIS Garage, Ltd., Sutton Rd., Wisbech. Phone, Wisbech 745.

1953 DENNIS Pax 6-tonner, Diesel P6 engine, excellent condition, £325.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047.

1954 DENNIS Centaur long-wheelbase drop-side truck, very clean throughout, £650.

HAMBLINS GARAGE, Rectory Rd., Rushden. Phone 3211.

1954 STORK boxvan, 900 cu. ft., £475. Box CM7022 care of The Commercial Motor.

774-292

Dennis Wanted

WANTED, Dennis Stork platform, 20 ft., on 8.25 by 15 tyres, low loader. Box CM727, care of "The Commercial Motor."

774-6508

DODGE

1956, Late, DODGE 103 AP6 short-wheelbase tippers, choice of four (one rebuilt April, 1953), from £540 each.

INMAN, Stone Merchant, Warminster 2214, Wilts.

1956 105, P6, 2-speed axle, 5-speed box, platform body, excellent throughout, £850. Norwich Motor Co. Ltd., 119 Prince of Wales Rd., Norwich. Phone 28811.

1956 DODGE short-wheelbase tipper with Diesel engine, 5-speed gearbox, 2-speed rear axle, 20 by 20 tyres, very good condition throughout, choice of two, £775 each.

1955 DODGE short-wheelbase tipper with Diesel engine, 5-speed gearbox, Eaton 2-speed rear axle, 20 by 20 tyres, very good order throughout, £675.

1951 DODGE 5-ton long-wheelbase drop-side truck, with Eaton 2-speed rear axle, £125.

H. BLINS GARAGE Rectory Rd., Rushden. Phone 3211.

1958 DODGE truck, Leyland Comet engine, 19-ft. body Eaton axle, price £2100. Phone, Howard 3859.

1947 DODGE 5-ton pantechonicon, 1,200 cu. ft., very good condition, £300.

1948 DODGE 5-ton long-wheelbase platform truck, very clean condition, £65.

COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62967.

774-629

Used Goods Vehicles (contd.)

CAMKIN MOTORS, L. TD.
MAIN DODGE DISTRIBUTORS.
OFFER:—

1955 DODGE 5-ton 105P6 drop-side lorries, always choice of three or four, in excellent mechanical condition.
1954 DODGE 6-ton Diesel double-deck cattle container, complete with drop-side and tail, the whole in very good condition.

CAMKIN MOTORS, L. TD.
SHERBORNE, DORSET.
Phone, Sherborne 681-2. 774-131

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, L. TD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins Diesel service.
SEE our Miscellaneous Section advertisement for used **DODGE** vehicles. 774-264

G.T.C. (COMMERCIALS), LTD.
1953 DODGE 105P6 5-ton long-wheelbase truck, very good tyres, one owner, £345.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Road Underground station.) Advance 5242-3. 774-363

1953 DODGE 195 P6 long-wheelbase drop-side coal-bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778.
CANADIAN DODGE, P6. Teleholist tipper, drop-side steel body, 36 by 8 tyres, spare, 2-speed axle, gearbox, or exchange 7-ton long-wheelbase drop-side. 104 Castle Lane, Malton, Yorks. Phone 739. 774-2649

Dodge Wanted
WANTED, DODGE, 1951 onwards. Phone or write.
HANDLERS MOTORS, LTD., 71, Greenwich South St. London, S.E.10.
G.R. 2033-4. 774-279

E.R.F.
1951 E.R.F. Gardner 5LW tipper, with 12-ft. 6-in. by 7-ft. by 2-ft. timber body, with steel-lined floor and steel bearers twin-ram underfloor gear, power locked brakes, unladen weight 4 tons 12 cwt. 2 qrs., price £950.
PLEASE write or call: J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone Totton 2258. 775-6558
1938 E.R.F. long-wheelbase truck with Gardner engine, exceptional condition throughout; choice of two, £225 each. Hambro's Garage, Rectory Rd., Rushden. Phone 211. 774-123
1947 E.R.F. drop-sided tipper, 5LW, 36 by 8, £750 o.n.o. Greenwood, 14 Brighton Rd., Southampton. Phone, Southampton 65300. 774-2652
1948 E.R.F. 5LW tractor unit with Tasker heavy-duty ramp attachment, in sound running order, £375. The Barnstable Motor Co., The Square, Barnstable, Phone 2264. Telex, 46-302. 775-2671

FODEN
FODEN ex-W.D. 6 by 4 trucks, reconditioned ex M.O.S., in exceptional condition, from £900 each.
SWORDER (MOTORS), Lane End, High Wycombe. (Phone, Lane End 234.) 775-6502
FODEN FG 5-7½ (August, 1949) boxvan, separate cab, good condition, £600. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2366. 774-268

FORD THAMES AND FORDSON
4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-648
1955 4D Diesel van with well, 800 cu. ft., £650; another 1957 450 cu. ft. twin rear, mileage 5,000, £750. Exchanges, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 774-21
1951 P6 Diesel, Sunsex 8-ton 6-wheeled lorry, very small mileage, £295.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 774-46
1957 Thames 4-ton 4D long-wheelbase drop-side truck, tyres and general condition as new, £695, o.n.o.
1956 Thames 4-ton 4D long-wheelbase drop-side truck, excellent condition, £575, o.n.o.
INCOLNSHIRE MOTOR CO., LTD., Wellowgate, L. Grimsby. Phone 5443. 774-56
1955 FORD 4D long-wheelbase drop-side truck with tilt, good order throughout, £450.
1949 FORD 4D long-wheelbase drop-side truck with tilt, good condition, £350.
HAMBLINS GARAGE, Rectory Rd., Rushden. Phone 3211. 774-127
A38

Used Goods Vehicles (contd.)

GORDON KING MOTORS, L. TD.
FORD AND THAMES DEALERS.
TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,320.
THAMES 4D Diesel 4-ton chassis, fitted with 1,150-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,200.
THAMES 15-cwt. chassis and cab, fitted builders truck body, new and unregistered, ex works, £585.
HIRE-PURCHASE facilities available, deposit now only one-third.
ALL Thames models in stock for early delivery; any body built to your requirements.
MITCHAM LANE, S.W.16. Streatham 3133-4. 774-294

W. HAROLD PERRY, L. TD.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

CHOICE of two Thames 4D flat platform trucks, first-class condition throughout, first registered 1955 and 1956 at £565 and £595 respectively.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 4-cylinder Diesel engine, cab painted red, £1,050.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 6-cylinder Diesel engine, cab painted black, £1,135.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
5.30 P.M. SATURDAYS. 774-324

G.T.C. (COMMERCIALS), L. TD.
1955 FORD ET6 5-ton short-wheelbase tipper, 5-cu.-yd. steel drop-side body, Anthony Holat, very clean, £265.
1954 FORD Sunsex Diesel, long-wheelbase chassis-cab, with Balco extension (24-ft. body could be fitted), recent reconditioned engine, one owner, £215.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 774-365

1951 Thames 4-ton tipper 4D Diesel conversion, 1955, excellent condition, £250. Burton and Deakin, Ltd., Orpington 27622. 774-8
1957 5-ton Trader, 138-in. wheelbase, as new, Primrose 8800. 774-195
1955 FORD 4D 2-ton van, £465. Barnet 1061. 774-297

FORD Sunsex, 4D engine, 22-ft. drop-side body, 34 by 7 tyres, November, 1951, good running, £225. Pirbright Garages, Pirbright Rd., Southfield. Vandyke 2366. 774-269

1953 Sunsex 8-ton 6 by 4, fitted Perkins P6 engine, 18-ft. platform, heavy-duty body, both engine and body in excellent order, £275. H.P. and part exchanges welcomed.
E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Phone 4211. 774-324
1954 FORD 10-cwt. van, with seats and windows.
E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Phone 4211. 774-323

1957 FORD 5-cwt. Thames van, duo colours, in very good condition throughout, £335.
1953-4 FORD 5-cwt. in very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 774-400

FRANK G. GATES, L. TD.
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6643.

1947 FORDSON boxvan, £95.
1952 Thames 2-ton van, sliding doors, £100.
1954 Thames 3-ton 4D truck, £395.
1950 Thames drop-side Diesel tipper, £295. 774-427

BOGNOR STATION GARAGE.
THAMES 7-cwt. van, 1956, with windows and seats, £365. 20 Longford Rd., Bognor 2102. 774-431
TWO 1947 FORDSON pantechtrucks, 900 cu. ft., £80 each.
1953 FORD 10-cwt. van, low mileage, excellent, £225.
1956 FORD 4D 3-ton truck, £450.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 774-421

GUY
1952 GUY Otter with 4LK Gardner engine, Eaton 2-speed axle, Holmes alloy cab and Holmes double-drop-side alloy body, 16 ft. 6 in., the whole vehicle in good condition, £575. Alma Garages (Bristol), Ltd., 74 Fosse Rd., Bristol, 2. 774-2
1951 GUY Otter 5-ton flat truck, 4LK Gardner engine, in very good condition, new tyres, one owner from new, perfectly maintained, a bargain at £365.
COLMORE DEPOT, LTD., The Tything, Worcester. Phone 4451. 774-14

Used Goods Vehicles (contd.)

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THE TEN-COUNTY JENSEN DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, L. TD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.
FULL range of spares for all models.
SALES and service. Perkins Diesel service.
EARLY delivery on all models. 774-265

KARRIER
4 X 4 Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-649

LAND ROVER
1957 LAND ROVER Model 88-in. wheelbase, many extras, 8,000 miles, immaculate, £535.
1956 LAND ROVER model, excellent condition, low mileage, £450.
1955 LAND ROVER, excellent condition, many extras, £430.
1955 LAND ROVER, 86-in. wheelbase, with hard top, £425.
1952 LAND ROVER, P4 Diesel, £250.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 774-422

LEYLAND
1949 LEYLAND Comet, fitted tandem double-drive axle, 21-ft. platform, recently resleeved, brakes refitted. M. Thomas Motors, Plymouth 63003. 774-6539
1952 LEYLAND Comet semi-forward control model ECO2/4R long-wheelbase, fitted with 17-ft. light alloy platform body with headboard, unladen weight 3 tons 19 cwt. Price, £1,100.
PLEASE write or call: J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 775-6557

ARLINGTON MOTOR CO., L. TD.
OUR REPUTATION IS YOUR GUARANTEE.
1955 LEYLAND Comet articulated tractor with 25-ft. 10-ton York platform trailer.
HIGH ROAD, PONDER'S END,
ENFIELD, MIDDLESEX.
Phone, Howard 1266.
(Sales Department open until 5 p.m. Saturday.) 774-183

1948 LEYLAND Octopus 24-ft. 6-in. flat, in excellent condition. Mandale Greystoke 311. Penrith. 775-A670
1949 LEYLAND Comet long-wheelbase, good condition, £375. Moto Cars, Leytonstone 8617. 774-A696
1955 LEYLAND Comet, 19-ft. platform, £1,350. Brooks, Norwood Avenue, Southampton 88152. 774-A669

MAUDSLAY
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1948 (Late) MAUDSLAY Mogul 7-ft chassis and cab, used only by C-licence operator, in perfect condition.
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1953 SEDDON Mk. 5L, P6 engine, long-wheelbase tipper, £700. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 774-42

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1955 February, COMMER express delivery van, good condition, painted red, good tyres, £275.
1956 June, MORRIS 3-ton van, painted grey, good tyres, good condition, taxed December, £325.
1953 February, FORD 2-3-ton van, good tyres, painted blue, good condition, £175.
1952 June, DODGE 2-3-ton van, good tyres, painted blue, good condition, £175.

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HIGH STREET.
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1952 BEDFORD 7-ton truck, petrol, £295.
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1948 BEDFORD 5-ton short-wheelbase tipper, Diesel, green, £275.

1948 BEDFORD 5-ton short-wheelbase tipper, Diesel, green, £325.

1951 BEDFORD 5-ton tipper, green, £375.

1950 BEDFORD 5-ton long-wheelbase drop-side truck, £155.

1951 BEDFORD 7-ton long-wheelbase drop-side truck, £245.

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1949 CROSSLEY, Burlingham down-draught 33-seater, certificate of fitness 1959, £300.

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BEDFORD 7-ton U-shaped steel tipper, R6 engine, Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new but registers and unused, £1,950, maker's guarantee.

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BEDFORD Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

BEDFORD 10-12-cwt. drop-side, separate cab, pick-up truck, £624 11s. 3d.

FODEN 14-ft. 6-in. wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

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SOUTH WALES AND WEST.

SEDDON 1944 long-wheelbase drop-side lorry, this is an exceptional vehicle, has a 4LK Gardner engine, all good tyres, £1,500.

BEDFORD (June, 1958) Bedford Diesel, medium-wheelbase 6-tonner, 14-ft. 6-in. platform body, £2,200.

LEYLAND Octopus, 1952, long wheelbase, drop side, in good condition throughout, £3,750.

LONG WHEELBASE.

LEYLAND Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.

ALBION 1949 long-wheelbase 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition, £1,200.

ER.F. 1943, 5LW Gardner engine, very clean condition throughout, £600.

BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.

ALBION 1951 Chiefair, lightweight body, wood sides, good condition throughout, £600.

GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.

BEDFORD 1949 long-wheelbase standard 5-ton, fitted with Tiverton cattle truck, Tiverton fold-over under-floor ramp built especially to dismantle to convert to ordinary platform lorry but still a perfect cattle truck and suitable for horses, £400.

FORDSON 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.

BEDFORD 1953 7-ton long-wheelbase petrol drop-side truck, £350.

FODEN 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.

SEDDON 1947 long-wheelbase double-drop-side, £275.

AUSTIN 1951 3-way vans, quite good condition, choice of three, £100.

LEYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.

MAUDSLAY 1943 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

ALBION 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

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YORK new 10-ton 25-ft. platform trailers, S.A.E. coupling, 9.00 by 20 tyres, £728.

DYSON new 15-20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.

MAUDSLAY 1948 tractor unit, fitted with 5LW Gardner engine, S.A.E. coupling, suit above trailer, £730.

YORK new 16-ton, 18 ft. in well, knock-out axle, two-line air brakes, low-loading trailer, £1,294.

YORK new 15-ton, 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,190.

AUSTIN-TASKER 1948 tractor unit, complete with A Tasker 16-ft. 6-in. in-well low-loading semi-trailer, knock-out axle, £750.

AUSTIN Loadstar articulator, 1951, petrol, Tasker platform trailer, landing wheels, £400.

LDERSLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.

MAUDSLAY tractor unit, 1945, 7.7 A.E.C., £350.

SCAMMELL platform trailer, good condition, £300.

AUSTIN 1947 articulated Tasker, platform trailer, landing wheels, £275.

BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.

MAUDSLAY 1948 tractor unit, 5LW Gardner engine, in exceptionally good condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,850.

ALBION Chiefair, 1950, fitted with Meadows 4-cylinder A Diesel engine, Camrose close-coupled, semi-trailer, 25-ft. platform, 8.25 by 20 tyres all round, good condition throughout, £250 with Tasker platform trailer and 16-ft. 6-in. well low-loading trailer, 8-10-ton, £1,350 complete with both trailers.

TIPPERS.

A.E.C. Mammoth Major 1950 8-wheeler, 9.6 engine, aluminium body, twin front ram tipping rear double drive, recently fitted with fully reconditioned engine, clutch and gearbox, complete machine is in exceptionally good condition throughout, third diff. model, £2,000.

AUSTIN 1955 5-ton steel body petrol tipper, clean condition, £125.

(Continued in next column)

RUTLAND December, 1955, end tipper, fitted with A.E.C. 7.7 Diesel engine, heavy-duty Eaton 2-speed axle, in very good condition throughout, £1,500.

COMMER 1952 P6 standard wood-body tipper, £400.

BEDFORD 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275.

SEDDON 1948 steel tipper, rough condition, £150 to clear.

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1955 LEYLAND Octopus 8-wheeler, 24-ft. alloy platform body, double-drive axle, full air pressure brakes, in very good condition.

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1953 FODEN twin-steer, Gardner 5-cylinder engine, 21-ft. drop-sided body, D20 tyres, in very good condition.

1948 BEDFORD O-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.

1953 SEDDON 6-tonner, 16-ft. platform body, P6 engine, 8.25 by 20 tyres, special A licence North Western area, 2 tons 19 cwt.

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1949 BEDFORD 5-ton long-wheelbase with chassis extension 16-ft. 6-in. body, P6 engine, £400.

1949 BEDFORD 5-ton long-wheelbase tipper, P6 engine, £310.

1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £175.

1946 MORRIS 5-ton long-wheelbase platform truck, £165.

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1952 COMMER 7-ton long-wheelbase drop-side truck, £150 o.n.o.

BEDFORD long-wheelbase tipper, alloy body, Perkins P6 Diesel engine, £195.

EASY H.P. PART-EXCHANGES.**HAMBLINS GARAGE,**

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(Supplement)

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1954 BEDFORD A type medium-wheelbase tippers, very good condition; choice of three.

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AUSTIN long-wheelbase 5-ton twin-ram end tippers, condition, 14-ft. drop-side bodies, choice of two.

AUSTIN long-wheelbase 5-ton twin-ram end tippers, condition, 14-ft. drop-side bodies, choice of two.

MAUDSLAY Mustang, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.

SENTINEL 4-wheel twin-ram end tipper, 13-ft. 6-in. drop-side body, 1953, fitted 4-cylinder D.L. engine, servo brakes, good condition.

COMMER 193 articulated tractor unit, fitted with Tasker 24-ft. trailer, complete unit first registered November, 1956, in very good condition.

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1952 5-ton BEDFORD vans, roller shutters, side loading.

1947 ALBION 8-wheeler, reconditioned engine, double drop with special A licence Metropolitan area.

1947 4-wheelers, A.E.C., E.R.F., Foden, etc., box vans and flats.

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1954 FORD Thames 2-ton petrol open truck, in good condition throughout, one owner, well maintained, £275.

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1956 MORRIS J-type boxvan, tyres good all round, taxed for the year, excellent condition, fitted roller shutter, £275.

1955 BEDFORD 10-12-cwt. van, grey-black, excellent condition, £295.

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1957 DODGE 5-ton long-wheelbase (Diesel) drop-side, first registered December, 1953, new engine, guaranteed, £625.

1951 BEDFORD O-type 5-ton long-wheelbase (Diesel) drop-side, new 15-ft. body, repainted in red, excellent condition, £350.

1954 BEDFORD 5-ton (petrol) motive unit, straight chassis-cab, specimen vehicle, £500.

1954 BEDFORD 8-ton O-type tractor unit, with semi-trailer frame trailer, well tried, £120.

1950 BEDFORD O-type 5-ton long-wheelbase (petrol) tipper, on excellent tyres, £265.

1954 BEDFORD A-type long-wheelbase (petrol) chassis-cab, specimen vehicle, £500.

1954 BEDFORD 7-ton long-wheelbase tipper, almost new R6 engine well tried, £575.

1950 DODGE 5-ton long-wheelbase Luton-type van, with drop tail door and roller shutter, new engine, reasonably well tried, £165.

SEVERAL BEDFORD 8-ton O-type petrol motive units, cheap, offers.

A NEW EXCELLENT RANGE OF BEDFORD AND OTHER MAKES OF LIGHT VANS AT REASONABLE PRICES.

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NEW MORRIS B.M.C. Diesel short-wheelbase chassis and cab list price.

1953 TROJAN Diesel 1-ton van, engine fitted new rings, etc., £325.

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1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel drop-side body, £625.

1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel fixed-sided body, £585.

1953 DODGE Model 125 petrol 6-ton long-wheelbase truck with 5-speed box (choice of two), £350.

1952 DODGE Model 105 5-ton long-wheelbase petrol truck with 4-speed gearbox, £300.

1950 DODGE Model 125, converted to Diesel engine, drop-side body and 5-speed gearbox, £325.

1955 AUSTIN 5-ton normal-control long-wheelbase petrol truck, £400.

1953 BEDFORD 5-ton tipper with petrol engine and 5-cu.-yd. steel tipping body, £325.

1949 DODGE 105 5-ton petrol-engined long-wheelbase truck, 4-speed box, £200.

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1955 ALBION Chieftain, long-wheelbase, £1,250.

1955 Long-wheelbase BEDFORD Diesel, excellent condition, £695.

1950 LEYLAND Comet long-wheelbase, good condition, £750.

1950 ALBION Chieftain tipper, medium wheelbase, fitted Hydro-Vac, excellent condition, £725.

1951 COMMERCIAL long-wheelbase Superposie, Perkins P6, excellent condition, £295.

1951 AUSTIN Loadstar Luton van, petrol, £225.

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1952 COMMERCIAL 5-ton tipper, reconditioned engine, very clean, £350.

1951 VULCAN 8-ton platform truck, 4LW engine, £475.

1948 THORNICROFT Sturdy drop-side truck, £250.

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1954 BEDFORD 8-ton O-type tractor unit, with semi-trailer frame trailer, well tried, £120.

1950 BEDFORD O-type 5-ton long-wheelbase (petrol) tipper, on excellent tyres, £265.

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1954 BEDFORD 7-ton long-wheelbase tipper, almost new R6 engine well tried, £575.

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1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel drop-side body, £625.

1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel fixed-sided body, £585.

1953 DODGE Model 125 petrol 6-ton long-wheelbase truck with 5-speed box (choice of two), £350.

1952 DODGE Model 105 5-ton long-wheelbase petrol truck with 4-speed gearbox, £300.

1950 DODGE Model 125, converted to Diesel engine, drop-side body and 5-speed gearbox, £325.

1955 AUSTIN 5-ton normal-control long-wheelbase petrol truck, £400.

1953 BEDFORD 5-ton tipper with petrol engine and 5-cu.-yd. steel tipping body, £325.

1949 DODGE 105 5-ton petrol-engined long-wheelbase truck, 4-speed box, £200.

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1955 Long-wheelbase BEDFORD Diesel, excellent condition, £695.

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1951 AUSTIN Loadstar Luton van, petrol, £225.

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1956 BEDFORD artic. Diesel A type, new 25-ft. trailer with Scammell coupling, practically new engine, £1,995.

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1956 B.M.C. 3-ton, 20-ft. platform, 4-cylinder Diesel, £575.

1956 AUSTIN B.M.C. Diesel tipper, normal control, medium wheelbase, specimen 2-3-ton, £625.

1955 COMMERCIAL 3-ton boxvan, Baico extension, extended chassis, £390.

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1955 MORRIS LDI 30-cwt. van, 9,000 miles only, as new, £475.

1955 BEDFORD short-wheelbase tipper, Diesel P6, A type, £25 by 20 tyres, choice of two, £650.

1955 October, A.E.C. long-wheelbase 8-wheel double-ramp Pilot tipper, 9.6 engine, £2,900.

1955 October, BEDFORD 3-4-ton boxvan, integral cab, Diesel A type, very clean, £550.

1955 October, THAMES tipper, short-wheelbase, Perkins P6, metal body, very clean, rear-lift serviced, £495.

1954 SEDDON, Diesel P4 engine, roller shutter side, very clean, choice of two, £495.

1954 December, BEDFORD short-wheelbase tipper, steel drop-side body, A-type Diesel, £625.

1954 MORRIS LDI personnel carrier, 12 seats, 12,000 only, £475.

1954 DENNIS Stork, Perkins P4, drop-side truck, 17-ft. 6-in. flat, new tyres, any trial, £475.

1954 BEDFORD long-wheelbase drop-side truck, clean, £395.

1954 September, BEDFORD A-type P6 Luton van, walk-in tailgate, approx. 1,450 cu. ft., 2925, June, FORD 2-ton 4D van, very clean, £425.

1953 November, SEDDON long-wheelbase tipper, quite sound, £575.

1953 (Late) BEDFORD truck, long wheelbase, sideboards, petrol, A-type, choice of two, £395.

1953 E76 FORD 1,450-cu.-ft. Luton van, platform loader, Perkins P6 Diesel, £725.

1953 SEDDON articulated, Eaton 2-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £795.

1951

PART-EXCHANGES TO CLEAR.

1949 BEDFORD petrol long-wheelbase truck, £100.

1940 AUSTIN petrol long-wheelbase truck, £100.

1948 SEDDON P6 Diesel long-wheelbase truck, £130.

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1955 SEDDON, fitted with Boys trailer axle, 23-ft. body, wrap-round screen, Perkins P6 engine.

1952 MORRIS Cowley van, excellent condition.

1956 10-ton COMMERCIAL articulator, with Hande trailer, Rooter Diesel engine.

B. BEDFORD 1956 12-cwt. van. 774-76

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1948 MAUDSLAY tippers from £300.

1947 SCAMMELL tractor units, ex petroleum company, choice of two.

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choice of three.
1952 DENNIS Max, 4-cylinder Dennis oil engine and
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1951 FODEN, Gardner 4LK, 19-ft. body with 18-in.
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1951 THORNYCROFT, Albion Chieftain engine,
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22-ft. timber body.
1949 A.E.C. Monarch Mark III, long wheelbase, 7.7
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timber body.
1945 E.R.F. twin steer, A.E.C. engine, 5-speed gear-
box, 14-ft. wheelbase.
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AUSTIN A40 Countryman-type utility, 1956, very smart,
£365.
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COMMER 1955 Q4 5-6-ton long-wheelbase truck,
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COMMER Q4 boxvan, 1950 series, £125.
FORDSON 4D tipper, wooden body, 1955, £425.
FORDSON 10-cwt. van, 1955, £185.
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- 1954 AUSTIN A40 gown van, one owner, excellent
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1948 ALBION 6-ton drop-side long-wheelbase truck,
new engine, good tyres, £375.
1953 BEDFORD 5-ton tipper, new engine, four
new rear tyres, guaranteed, £370.
1954 DODGE 2-3-ton Diesel Luton van, 850 cu. ft.,
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1956 FORD 7-cwt. van, green, one owner, £320.
1954 FORD 10-cwt. van, resprayed, new engine fitted,
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1957 FORD 5-cwt. van, one owner, 13,000 miles,
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1954 MORRIS J-type personnel carrier, excellent
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NEW 7-ton Thames Trader, 160-in. wheelbase drop-side
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CHOICE of new light vans in stock.

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OFFER:—

- NEW E.R.F. 8-wheel double-drive, 6-cylinder Gardner
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NEW DODGE 7-ton 15-ft. hydraulic tipper, new type,
or long-wheelbase 20-ft. flat, can be supplied with
special A licence, Yorkshire or East Midland Area.
1948 ATKINSON 8-wheel double-drive 21-ft. hydraulic
tipper, Edbro gear, 8-cylinder Gardner engine,
40 by 8 tyres.
1950 FODEN 8-wheel double-drive 21ft. hydraulic
tipper, Pilot gear, 40 by 8 tyres, Gardner
engine.
1952 FODEN 8-wheel double-drive 22-ft. steel-bodied
hydraulic tipper, 4-stroke engine, very clean.
1946 LEYLAND Hippo 6-wheel double-drive 16-ft.
steel-bodied hydraulic tipper.
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1950 DENNIS Pax short-wheelbase hydraulic tipper,
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tipper, 5-cylinder Gardner, £750.
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truck, R6 engine.
1951 ALBION Chieftain, 16-ft. flat.
1949 FODEN 4-wheel, fitted 4LW Gardner engine,
18-ft. flat.
1952 ATKINSON 22-ft. hydraulic tipper, drop-sided
body, 40 by 8 tyres.
1956 SEDDON 14-ft. hydraulic tipper, P6 engine.
1955 LEYLAND Comet, 18-ft. alloy body, new
engine.
1954 (Late) DODGE 6-ton 13-ft. drop-sided body,
Edbro gear.
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1946 BEDFORD 1,000-cu.-ft. Luton van.
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ALBION Reiver 6-wheeler, December, 1955, with
A Leyland Comet engine and fitted with a new 22-ft.
6-in. platform body.
LEYLAND Comet 90, Model ECO2R, July, 1955,
short-wheelbase tipper, good tyres.
DODGE articulator, July, 1955, fitted with P6 engine,
B.T.C.-S.A.E. coupling and 20-ft. B.T.C. semi-trailer.
A.E.C. Mammoth Major 8-wheeler, 1936, 7.7 engine,
double drive, 24-ft. platform.
BEDFORD 5-ton long-wheelbase, 1950.
E.R.F. December, 1945, fitted with 7.7 engine and
18-ft. platform body.
BEDFORD 10-12-cwt. van, 1953, in clean condition.

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body, double drive.
1953 SEDDON P6 engine, 5-speed gearbox, 17-ft.
platform body.
1952 THORNYCROFT Sturdy Star, T16 direct-
injection Diesel engine.
1950 MORRIS, FV 6-cylinder Saurer Diesel engine.
1953 FORD Sussex, P6, 20-ft. platform body.
1955 GUY Otter, Gardner 4LK, platform body.
1953 RUTLAND Condon, 4-cylinder Meadows Diesel
engine, chassis and cab.
1953 GUY Otter, Perkins P6, platform body.
1957 GUY Otter tipper, P6 engine.
1955 FORD, 4D Diesel engine.
1956 FORD, 4D, new engine fitted, platform body.
1942 LEYLAND TSC18 Leyland E39, Diesel engine,
20-ft. platform body.
1946 FODEN DG5, 5LW engine, 19-ft. 6-in. plat-
form body.
1953 SEDDON P4 Diesel engine, 14-ft. 6-in. platform
body.

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1956 SEDDON 5L (Perkins P6) 6-7-ton 4-wheel 16-ft. platform, 820 tyres, choice two.
1956 ALBION Clydesdale FT101 (Diesel) 8-10-ton 4-wheel 21-ft. platform, Northern special A.
1956 AUSTIN K7 (B.M.C. 5.1-litre) 7-ton 4-wheel 17-ft. drop-sider, 9.00 by 20.
1955 BEDFORD 5-type (Perkins R6 Diesel) 7-ton 4-wheel 16½-ft. platform.
1955 DENNIS Centaur (Diesel) 7-8-ton 4-wheel 19-ft. drop-sider, 9.00 by 20 tyres.
1955 BEDFORD 5 (Perkins R6) 7-ton 4-wheel 15-ft. new Milshaw alloy tipper, 9.00 by 20.
1955 SEDDON 5L (Perkins P6) 6-7-ton 4-wheel Milshaw tipper, 15-ft. timber coal-coke body.
1955 DODGE Kew (Perkins P6) 6-7-ton 4-wheel new Milshaw tipper, 14-ft. timber body.
1954 E.R.F. Type 9G-4 (Gardner 5LW) 7-8-ton 18½-ft. platform, 9.00 by 20, choice two.
1953 -51 ATKINSON L1586 (Gardner 6LW) 15-ton 8-wheel 24-ft. platform, 40 by 8, choice two.
1953 ATKINSON L1586 (Gardner 6LW) 8-wheel new Milshaw tipper, 23-ft. timber-alloy body.
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1951 -50 ALBION HD57L (9.6 Diesel) 15-ton 8-wheel 25-ft. platform, choice two, 9.00 by 20.
1949 LEYLAND Octopus (reconditioned, 9.8-litre) 8-wheel new Milshaw tipper, 22½-ft. timber body.

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FORD Trader 4D 4-ton chassis, fitted 1,200-cu-ft. body, new and unregistered, £1,320.
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1953 E.R.F., fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air brakes, recently completely overhauled by E.R.F.
1948 SEDDON long-wheelbase platform truck, tyres as new, £165.
1949 FODEN FG model, fitted with 5LW Gardner engine, 20-ft. double-drop-sided body, 36 by 8 tyres, complete with 18-ft. Eagle trailer, £800.
1949 -50 BEDFORD 5-ton long-wheelbase (twin-ram hydraulic tippers, choice of nine, £145 each.
1952 -54 FORDSON E16 hydraulic tippers, steel body, Anthony Holt, choice of nine, £115 each.
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MORRIS Diesel 6-ton long-wheelbase flat.
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1950 BEDFORD 5-ton long-wheelbase petrol, reconditioned engine.
1948 SEDDON 6-ton long-wheelbase flat, cheap.
1947 LEYLAND Cob short-wheelbase tipper, cheap.
VANS.
1957 BEDFORD 10-12-cwt. van.
1957 COMMERCIAL express van.
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1950 BEDFORD 5-ton tipper.
1947 BEDFORD 5-ton truck.
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1950 FORD Thames 5-ton, Diesel P6 engine.
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1955 MORRIS 5-type 10-cwt. van. 774-302

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FOR
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AUSTIN Loadstar 1953 short-wheelbase wooden-body tipper, P6 engine, well tyred, repainted and ready for work.
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BEDFORD 1955 7-ton long-wheelbase petrol tipper, 16-ft. 6-in. body, double-drop-side, very good condition.
BEDFORD 1954 short-wheelbase petrol tipper, U-shaped body, ex owner-driver, very good condition.
COMMER 1954 7-ton petrol tipper, Telehoist gear, 11-ft. body, very good machine.
MORRIS-COMMERCIAL Diesel 30-cwt. van, LDO2 model, 1956, in excellent condition throughout.

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Bal 5477. 775-2445

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1949 BEDFORD 5-ton long-wheelbase petrol tipper.
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1954 LEYLAND Comet articulator with 23-ft. Scammell trailer.
1952 FODEN 8-wheel platform with Foden engine.
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1952 LEYLAND Octopus 8-wheel van.
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AUSTIN Loadstar long-wheelbase (twin-ram tipper, alloy body, reconditioned Perkins P6 recently fitted, £325.
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1955 BEDFORD 7-ton long-wheelbase tipper.
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1951 FODEN 6-wheeler, special A.
1952 FODEN 8-wheeler, special A.

560 COVENTRY ROAD.

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SEDDON Diesel Mk. 15, fitted with P6 engine, 13 ft. 6 in. wheelbase cab and chassis, 8.25 tyre equipment.
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1939 FODEN 6-wheeler £265.
1951 GUY boxvan, £85.
1952 KARRIER Bantam with trailer, £200.
AUSTIN 6-wheeler, fit for spares, £45.
EX-MINISTRY Morris 4-cylinder engines in crates, £20.
AMMAS MOTORS, 63 Garratt Lane, S.W.18. Vandyke 2955 or 3909. 774-314
1957 June, 7-ton BEDFORD, Comet engine, side-entire, £1,350.
GENUINE 1946 BEDFORD 8-ton tractor unit, Perkins P6, 20-ft. trailer, re-engined April, 1958, Eaton 2-speed axle, new tyres all round including spare.
1947 E.R.F. 4 x 4, 18-ft. platform body, tyres as new, chassis and cab in excellent condition.
NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.
BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 (10 lines). 774-435

DENNIS Max platform with Diesel engine.
BEDFORD Luton van, reconditioned passenger chassis, fitted with new body.
BEDFORD 27-seater coach, reconditioned chassis, fitted with new body.
SELECTION of 10-cwt. vans including Bedford, Ford and Morris.

JEFFREYS COMMERCIAL MOTORS,

NEATH ROAD, SWANSEA.
Phone, Swansea 7288, 71859.
BEVERLEY STREET, PORT TALBOT.
Phone 2892. 774-222

Used Goods Vehicles (contd.)

CHANDLERS MOTORS, LTD.

41 Years' reputation in second-hand vehicles.

1956 DODGE 105 Diesel, long wheelbase, reconditioned engine, £425.
1956 FORD 4D Diesel 5-ton truck, in first-class condition, £520.
1955 December, BEDFORD 3-ton short-wheelbase truck, 30,000 miles, ex-brewery, in excellent condition, £390.
1955 BEDFORD A-type Scammell petrol unit, C-licence operator, £400.
1954 October, BEDFORD 7-ton, R6, platform body, in excellent condition, £495.
1954 BEDFORD 5-ton A-type petrol truck, excellent condition, £395.
1954 AUSTIN 3-ton with meat body and hanging rail, excellent condition, £395.
1953 BEDFORD boxvan, 1,000 cu. ft., separate cab, choice of three, from £280.
1953 BEDFORD tipper, 5-ton long-wheelbase, Edbro gear, in very good condition, 80% tyres, £325.
1951 BEDFORD Diesel 5-ton drop-side truck, £225.
1950 AUSTIN Loadstar long-wheelbase tipper, £195.
HIRE-PURCHASE and part-exchanges.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

774-278

COM MOTORS, LTD.

1958 MORRIS J2 15-cwt. chassis, fitted with large-capacity Hawson body, 6 ft. 6 in. interior height, cost £550 small mileage, £535.
1957 AUSTIN 13-seater Omnicoach, spotless condition, £525.
A AUSTIN 25-cwt. vans and trucks, cheap, from £100.
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.
FORTRESS GROVE, Fortness Rd., Kentish Town, London, N.W.5. Gulliver 5888-9.

774-242

SPURLING CITY DEPOT OFFER:-

1956 BEDFORD Utilibike 12-seater, good condition.
1956 AUSTIN A40 gown van.
1956 BEDFORD 2-3-ton long-wheelbase boxvan, roller-shutter rear.
1952 HIRE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET,
 LONDON, E.1.
 Phone, Shoreditch 8433.

774-274

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS,
 LONDON ROAD, CRAWLEY, SUSSEX.
 Phone, Crawley 25475-6-7.

BEDFORD 1950 10-12-cwt. van, very clean, £140.
BEDFORD 1947 long-wheelbase truck, £125.
COMMER 1955 15-cwt. Superpolice van, immaculate condition, one owner, £360.
AUSTIN 1947 2-ton meat van, £175.
AUSTIN 1948 2-ton 3-way loader van, £165.
FORD 1951 ET6 5-ton tipper, new engine, good tyres, £150.
FORD 1952 ET6 5-ton meat van, £200.

774-275

MASKELLS (BRIXTON), LTD.

AUSTIN 1955, November, 10-cwt. van, small mileage, perfect, £290.
AUSTIN 1957 5-cwt. van, small mileage, as new, £325.
FORD 1951 2-ton Diesel van, 'excellent' condition throughout, £295.
FODEN 20-ton tractor chassis and cab, new.

297 BRIXTON ROAD,
 LONDON, S.W.9.
 Brixton 0111 (six lines).

774-296

G. H. DUNNING,

BALLARDS YARD,
 HIGH STREET, EDGWARE.
 Edgware 2572.

OPEN WEEK-ENDS.

FORD 1955 4D 4-yd. drop-side tipper, £425.
FORD 1951 4D 3-ton long-wheelbase truck, £375.
BEDFORD, October, 1953, A-type 5-ton boxvan, roller shutters side and rear, immaculate, £445.
FORD 1952 4D 2-ton van, £325.
FORD 1952 P6, six wheels, double-drive, 7-8-ton, flat, £275.
TROJAN 1953 P3 van, £295.
BEDFORD 1951 2-ton truck, £165.
FORD 1949, P6, long-wheelbase, £165.
FORD 1951, P6, 5-ton long-wheelbase, £265.
VARIOUS other second-hand vehicles too numerous to mention. Please inquire.

774-394

Used Goods Vehicles (contd.)

HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.
 Tottenham 7771 (four lines).

VANS.

1957 FORD 7-cwt. van, plain red, extra seat, wipers, etc.
1957 COMMER Express Delivery van, radio, dual colours, 2,000 miles only, as new.
1956 BEDFORD 10-12-cwt. C.A.V. van; choice of two.
1953 COMMER 2-ton boxvan, large capacity, integral cab; also 1951 similar, both with side loading doors.

TRUCKS.

1953 AUSTIN Loadstar 5-ton long-wheelbase double-drop-side truck, petrol, a really exceptional vehicle.
1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.
1952 AUSTIN A40 pick-up truck with tilt.

TIPPERS

1949 BEDFORD 5-ton short-wheelbase petrol hydraulic tipper, steel body.
NEW VEHICLES.
AUSTIN, Ford, Rootes Group.

COMPREHENSIVE stocks always held.

774-276

PERCY D. SLEEMAN, LTD.

LONDON COMMER DEALERS.

NEW COMMER Rootes Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.
NEW COMMER tractor, Scammell coupling, air brakes.
NEW COMMER Unipower 6-wheeler chassis-cab, air brakes, 9,000 by 20 tyres, 21-ft. 6-in. platform, painted, price £2,715.
NEW COMMER 11-ton forward-control light Diesel super-capacity van.
NEW COMMER express delivery van.

1958 BEDFORD 5-ton long-wheelbase Diesel truck, with special A licence.
1956 Vanguard 15-cwt. van, excellent condition.

38 UXBRIDGE ROAD,

EALING, W.5.
 Phone, Ealing 7987; Uxbridge 5022.
 After hours, Western 1321.

774-349

TWO 1953 FORD Perkins vans, off contract.

1955 E.R.F. 12-ton 6-wheeler Luton, fitted Tecalemit chassis lubrication.
BEAZLEY TRANSPORT, 67 Church Rd., N.W.10
 Phone, Willesden 3149.

775-6564

£290. 1947 FODEN 8-wheeler, 24-ft. flat, double drive, 6LW engine.
£250. 1944 FODEN 8-wheeler, 24-ft. flat, 36 by 8, 6LW engine.
£150. 1940 A.E.C. 8-wheeler, 24-ft. flat, 36 by 8 tyres, engine needs attention.
£225. 1939 E.R.F. Twin Steer, 20-ft. flat, 5LW engine and booster box.
£450. INTERNATIONAL TD9 bulldozer with wide blade.
£325. Caterpillar D6, with winch and scraper.
£150. CHASESIDE high-lift shovel, 1-yd bucket, and P6 engine.
J. W. RATCLIFFE AND SONS, LTD., Low Bank Rd. Garage, Ashton-in-Makerfield. Phone 7497.

774-166

W. HAROLD PERRY LTD., offer the following selection of used vehicles:-
1955 -56 Thames 5-cwt. vans, excellent condition, £300.
1956 Thames 7-cwt. vans, excellent condition, £355.
1956 FORDSON 10-cwt. van, excellent condition, £265.
1956 November, A35 van, as new, £355.
1956 A40 van, £355.

1956 December, AUSTIN Omnivan, 15-cwt., repainted, £425.
1954 October, AUSTIN 2-3-ton, Diesel, boxvan, repainted, £445.
1956 STANDARD 6-cwt. van, excellent condition, £300.

1957 BEDFORD Utilibike, 15,000 miles, 2-ton blue, excellent condition, £475.
W. HAROLD PERRY LTD., main FORD dealers, Invicta Works, North Finchley, N.12. Phone, Hillside 8888.

774-284

ONE Queen Mary trailer, 60 ft. long, new, £50.
FOUR A.E.C. Matadors, 4-wheel-drive, with winch, as brand new.
ERNEST THORPE AND SONS, Thurgoland, near Sheffield. Phone, Stockbridge 2152.

774-327

COMMERCIAL VEHICLES.

WILLIAM RIPLEY.

1954 Model BEDFORD A-type 5-ton truck, 30,000 miles only, body length 15 ft. 3 in., as new, £395.
1949 BEDFORD 5-ton boxvan, body dimensions length 14 ft., headroom 7 ft. 6 in., nice order, £165.
1954 BEDFORD A-type 2-ton truck, perfect order.
1955 BEDFORD A-type 30-cwt. truck, one C-licence user, £400.
1952 Model BEDFORD 30-cwt. drop-side truck, synchromesh box, new tyres, any trial, £195.
1949 MORRIS 25-cwt. truck with hoops and sheets, in first-class order, reconditioned engine, one C-licence user, £135.
ALL these vehicles are open to your inspection without obligation.

PHONE, DARTFORD 5480.

774-403

Used Goods Vehicles (contd.)

HENDY FOR FORD.

EARLY OR IMMEDIATE DELIVERY ON ALL
 THAMES MODELS.

1957 Thames Trader 5-ton 6D long-wheelbase truck.
1950 2-3-ton AUSTIN Luton van, 3-way roller shutters, £225.
1954 Thames 3-ton 4D long-wheelbase, £430.
1951 SEDDON long-wheelbase truck, exceptionally good, £175.
1952 DODGE 5-ton long-wheelbase, P6 engine, £445.
1951 DODGE 4-ton platform truck, Diesel, £350.

PERCY HENDY, LTD.

VINCENT'S WALK, SOUTHAMPTON.
 Phone, Southampton 28331.

ALSO AT CHANDLERS FORD. PHONE 2271.
 774-405

THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON L1786 double-drive chassis-cab, immediate delivery.
NEW ATKINSON L644 LWL chassis-cab, immediate delivery.

1958 (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.
1955 ALBION Clydesdale 20-ft. platform, good mechanical condition; choice of two.

WESTERN LANE, London, S.W.12. Batteries 2193.
 774-406

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS.

(NO CONNECTION WITH ANY OTHER FIRM.)
 FOR GOOD USED VEHICLES.

1949 DENNIS Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.
1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 36 by 8 tyres.
1948 BEDFORD 5-ton drop-side truck, good tyres, splendid condition.

NEW.

1958 DENNIS Pax III Diesel forward-control 7-ton chassis and cab, 8.25 by 20 tyres, body to requirements.

IYEL WORKS.

BIGGLESWADE.

Phone 2265.

774-434

C. D. BRAMALL, LTD.

QUEEN'S ROAD, SHEFFIELD, 2.

Phone 24096-7.

FOR IMMEDIATE DELIVERY.

1953 FODEN 6LW 12-ton double-drive drop-side lorry, C-licence owner, passed by Fodena, 71,000 miles, make ideal tipper.
1956 September, BEDFORD Diesel 5-ton 13-ft. tipper, alloy body and gear, low mileage.
EXCHANGES.

774-417

FRANK G. GATES, LTD.

MAIN FORD DEALERS.
 GATES CORNER, E.18.

Wan 6633.

1957 AUSTIN 15-cwt. pick-up, £425.
1947 BEDFORD petrol tipper, £110.
1949 COMMER forward-control 16-ft. 6-in. platform £195.
1952 DODGE 2-ton van, £195.
1952 AUSTIN 3-way van, £175.

774-428

COVENTRY AND JEFFS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, October, 1955, double-drive 8-wheeler 24-ft. drop-side vehicle, 92,000 miles only, 11.3 A.E.C. engine, air brakes, mounted on D20 Metallic tyres, 80% good, three months' guarantee, exceptional value, one only.
DODGE tipper, October, 1956, fitted with Meadows Diesel DI engine, Eaton 2-speed axle, 900 by 20 tyres, five new, 14-ft. Tiverton body painted green-black, £1,125.
DODGE 103 AP6 Diesel tipper, 1954, tyres 900 by 20 rear, 825 by 20 front, five new, first-class condition, £620.
DODGE 103 AP6 Diesel tipper, 1955, tyres 825 by 20, 75% good, first-class condition, £675.
SEDDON 1950 drop-side truck, repainted maroon, excellent mechanical condition, tyres 70% good, £480.
SEDDON Diesel meat van, 1950, tyres 70% good, 17-ft. interior body, alloy floor, good condition, £695.

ATKINSON, SEDDON, DODGE, FORD.

MILL LANE,

BRISTOL, 1.

Phone 6-4661.

774-448

A45

Used Goods Vehicles (contd.)

P.L.P. MOTORS, LTD.,
SHOWROOMS AND SALES CONTROL,
44-48 WINWICK ROAD,
WARRINGTON W66 3BE.

1955 THORNYCROFT Trident Diesel-engine long-wheelbase lorry, nearest offer £900, in very good condition.
1943 AUSTIN 3-ton short-wheelbase tipper, £65.
NEW VAUXHALL Victor estate car, colour blue, available for immediate delivery.
1952 BEDFORD long-wheelbase drop-side lorry, £300.
NEW BEDFORD 10-12-cwt. van, available from stock. 774-462

SIMPSON'S MOTORS (WEMBLEY), LTD.,
345 HIGH ROAD,
Phone, Wembley 5903, 8691, 4422.

1948 3-horse 3-groom horsebox with Harrison coachwork, good condition.
1951 STANDARD Vanguard estate.
1947 ALBION furniture van, 660 cu. ft.; choice of three.
1947 COMMER van, 30 cwt.
1954 FORD gown van.
1949 FORD 10-cwt. van; choice of three.
1947 GUY Vison furniture van, 950 cu. ft.
1949 STANDARD Vanguard estate car; choice of two. 774-372

1946 And 1947 SCAMMELL tractors, 6LW, Gardners, ex-petroleum board, very clean.
£700. 1955 model BEDFORD 5-type, long wheelbase, modified R6 Diesel, twin-ram Pilot tipper and alloy body, deep sided, ideal coal and coke carrying.
£450. 1952 DODGE Diesel, 2-speed axle, Scammell tractor, complete with 20-ft. trailer, clean.
£500. 1953 DODGE 7-ton, R6 engine, 2-speed axle, 900 by 20 tyres, flat platform.
£125. 1950 BEDFORD, Diesel, 5-ton long-wheelbase lorry.
£225. 1945 E.R.F. 4LW engine, clean lorry.
£100. Perkins P6 engine, complete with Bedford fittings or Dodge fittings, can be heard running.
SCAMMELL trailers, 20-ft., from £100.
£350. A very good 23-ft. 10-ton Scammell trailer.
255 WALTON LANE, Liverpool, 4. Aintree 1873. 774-157

1956 BEDFORD 7-ton long-wheelbase tipper, Meadows engine and 5-speed gearbox, twin-ram gear and double-drop-side wooden tipping body, 9.00 by 20 tyres.
1955 DODGE Model 106AP6 5-ton long-wheelbase drop-side truck, 2-speed axle, Perkins P6 engine, 8.25 by 20 tyres.
1955 BEDFORD 7-ton short-wheelbase tipper, R6 engine, U-shaped steel body, 8.25 by 20 tyres.
1954 AUSTIN Loadstar 5-ton long-wheelbase tipper, petrol.
1953 DODGE Model 125 6-ton long-wheelbase drop-side truck, petrol, 2-speed axle, 8.25 by 20 tyres.
1947 BEDFORD 5-ton articulated tractor unit and trailer, Perkins P6 engine.
HOLMES AND YOUNG, LTD., 30-46 Suffolk Rd., Sheffield. Phone 21778-9. 774-416

WELCH'S TRANSPORT, LTD., Stapleford, Cambridge (phone, Sheffield 3011), have the following vehicles surplus to requirements. Any reasonable offer accepted.
1947 FODEN DG6-15 8-wheeler, 24-ft. flat platform body on 40 by 8 tyres.
1939 FODEN DG6-15 6-wheeler, almost-new cab, 22-ft. flat platform.
1946 DENNIS Max, 18-ft. platform body.
1947 DENNIS Max, 17-ft. platform body.
1946 VULCAN P6 boxvan on 36 by 8 tyres.
THREE 1950 MORRIS FV petrol-engined 16-ft. 6-in. truck bodies.
1948 ALBION FT3, petrol engine, 1,100 cubic capacity van body.
SEVERAL second-hand and reconditioned Perkins P6 and R6 engines.
22-SEATER AUSTIN crew coach (ex-R.A.F.), unregistered, in very good condition, £250. 1955 Bedford steel-body tipper, in excellent condition, 1954 Bedford long-wheelbase truck, R6 Diesel engine, in sound condition, Reinfeld Tildestey, Ltd., Lichfield St., Walsall. Phone, Walsall 4811. 774-x539

AUSTIN 5-ton payload Luton van, 1,300-cu.-ft. capacity, registration date April, 1949, petrol engine, first-class condition.
FORD Thames 5-ton Luton 1,350-cu.-ft. capacity, registration date October, 1952, with Perkins P6 Diesel engine, fitted April, 1955, good condition. Box CM7423, care of "The Commercial Motor." 774-304
1954 Volkswagen van; 1942 International 7-ton truck, A. W. Russell and Sons, Ltd., Cauxway Garage, Malden, Essex. Phone 171 or 338. 774-415

MAYDAY MOTORS, LTD.,
DODGE DISTRIBUTORS.

1955 Thames 4D, complete truck, in first-class condition, £400.
1955 6-ton DODGE tipper, Model 103, P6 Perkins Diesel, 6 cu. yd. drop-sided, hollow plank constructed light-alloy body, in first-class condition, £825.
1957 Thames Trader 4D 5-ton trucks, long-wheelbase 15-ft. 6-in. drop-side body, choice of three, in first-class condition, at £960.
MAYDAY R.D., Thornton Heath, Croydon. Thornton Heath 1475. 774-360
446

Used Goods Vehicles (contd.)

BLACKBIRD HILL GARAGE, LTD.,
BLACKBIRD HILL, KINGSBURY, N.W.9.
Phone, Colindale 6134.

COMMERCIAL VEHICLE CENTRE

1957 FORD 5-cwt. van, extra seat, £315.
1954 FORD 10-cwt. van, £150.
1954 A40 Countryman, £400.
1957 A35 van, £355.
1957 BEDFORD CAV van, £380.
1955 AUSTIN A40 van, extra seat, £320.
1951 AUSTIN A70 van, new engine, £200.
1958 AUSTIN A35 pick-up, £495.

NEW EARLY delivery of all Austin, Morris and Ford commercial vehicles.
IMMEDIATE delivery AUSTIN 152 Omnivan, choice of colours; also Austin 152 Omnicoach.
IMMEDIATE delivery FORD 7-cwt. van; new Thames Trader 3-ton long-wheelbase truck.
TWO new A35 vans in stock, colour green. 774-356

AUSTIN 5-ton long-wheelbase tipper, P6 Diesel, first registered 1947.
AUSTIN 25-cwt. van, first registered 1949.
BEDFORD 7-ton long-wheelbase platform lorry, petrol, first registered 1954.
BEDFORD 5-ton platform lorry, first registered 1948.
BEDFORD 2-3-ton long-wheelbase platform lorries, choice of five, first registered 1948 to 1953.
FORDSON 3-ton long-wheelbase drop-side truck, first registered 1948.
MORRIS 30-cwt. hydraulic end tipper, one owner, first registered August, 1954.

HILLS GARAGES (MANCHESTER), LTD.,
80-90 PORT STREET,
MANCHESTER, 1.
Central 4311 (10 lines). 774-358

AUSTIN A35 van, registered June, 1957, small mileage, exceptional condition.
VULCAN P6 long-wheelbase drop-sider, registered April, 1951, in good condition, well tried.
AUDSLAY October, 1940, 6-wheeled platform lorry, good condition.
LEYLAND Comet long-wheelbase drop-sider, January, 1952.
LEYLAND Comet short-wheelbase tipper, 1949, in very good order.
COMMER Cob, June, 1957, grey, in excellent condition.
MORRIS Minor pick-up, January, 1955, in nice condition.
FORD 7-cwt. van, November, 1956, in excellent condition.

NEWCASTLE (STAFFS) MOTOR CO., LTD.,
NEWCASTLE ROAD,
TRENT VALE,
STOKE-ON-TRENT.
Phone 64621-2-3. 774-453

H. TAYLOR AND CO., LTD., offer:—
1956 September, BEDFORD 10-12-cwt. C.A.V., blue, one owner, £350.
1955 June, COMMER express delivery van, maroon, £350.
1955 March, COMMER express delivery van, grey, £375.
1955 MORRIS 4-ton van with windows, fawn, £325.
1951 FORD 5-cwt. van, blue, £110.
1-2 THE CRESCENT, Surbiton. Elmbridge 0081. 774-188

1948 LEYLAND 8-wheeler, 3,000-gal. tank.
1948 THORNYCROFT 8-wheeler, 3,000-gal. tank.
1942 SCAMMELL, 6LW, tractor.
ALL ex-petrol company and in good order.
BRIGGS GARAGE, Whitehall Rd., Drighlington, near Leeds. Phone, Drighlington 513. 775-6572

SPARSHATT'S offer:—
1955 B.M.C. 5-ton Diesel chassis-cab fitted with new 1,100-cu.-ft. Luton van body, finished in primer, £1,100.
1955 MORRIS 11-ton 340-cu.-ft. van, £485.
1954 SEDDON 25-cwt. Diesel platform truck, £390.
J. SPARSHATT AND SONS, LTD., London Rd., J. Hiles, Portsmouth. Phone, Portsmouth 60361. 774-203

1952 MORRIS 5-cwt. van, black, £150.
1954 MORRIS 5-cwt. van, blue, £275.
1955 FORD 10-cwt. van, exceptionally clean, £250.
CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 774-289

PEERLESS MOTORS, LTD., Bath Rd., Slough. Phone 25121.
1949 BEDFORD long-wheelbase, fair vehicle, £75.
1949 COMMER, 4-ton vehicle, £95.
1952 BEDFORD tipper, 7-cu.-yd. steel body, sound order, choice of three from £395. 774-246

Used Goods Vehicles (contd.)

VIGO MOTORS.
1952 5-ton BEDFORD truck, £245.
1949 5-ton long-wheelbase BEDFORD boxvan, £200.
1955 10-cwt. van, Hanson body, £295.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 774-261

Unclassified Wanted

W. JONES (MANCHESTER), LTD., 5 Marsden Court, Manchester, 4.
WANTED commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers; cash. Phone, Manchester, Blackfriars 6037, between 10 a.m. and 4 p.m.; after hours, Haigh (Wigan) 049. 222-988
WANTED urgent, all types of petrol and Diesel commercial vehicles, any condition.
BELGRAVE AUTOS, Belgrave Walk, Mitcham, Surrey. Phone, M11 7691. 222-729
REQUIRED Diamond T. or Scammell 4- or 6-wheel drive, must be reasonable. Walsall 2826. 88 Old Birchills. 776-6565

WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers. Diesel-engined lorries; also several tippers; also six Albions, Seddons or similar Diesel-engined flats and tippers; also Bedford 30-cwt., 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.,

HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 356. 774-172

WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc. 4-6- and 8-wheeler flats or tippers; also petrol-engined vans, trucks and tippers, 30 cwt.-7 tons, Bedford preferred. Cash on sight. Distance no object.
O. T. JACKSON MOTORS, LTD., 855 New Wolveg- hampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 774-457

SPECIAL A-LICENCE VEHICLES

WILDE CONDON, LTD., Stoke-on-Trent. Two FODEN 8-wheelers, 1950 and 1952 North West special A; Commer T53, 1956, North West special A. Phone, Stoke-on-Trent 23434. 774-6485

PETERBOROUGH ENGINEERING CO.

1946 E.R.F. 18-ft. drop-side, 4 tons 19 cwt., Eastern, £2,050.
1946 A.E.C. Monarch 20-ft. drop-side, 4 tons 6 cwt., Eastern, £1,650.
1954 5 DODGE, 3 tons, Eastern, choice of two, £1,700.
1950 BEDFORD 5-type, R6 engine, 3 tons, Eastern, £1,450.
1950 EAGLE 25-ft. tandem trailer, Metropolitan, £1,050.
1950 SCAMMELL 8-ton trailer, Eastern, £850.
44 EYE ROAD,
PETERBOROUGH.
Phone 6161. 774-30

S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE, WHITEHALL ROAD WEST,
GOMERSAL, Nr. LEEDS.
Phone, Dudley Hill 1144-9.
OFFER THE FOLLOWING VEHICLES AND LICENCES:

1949 E.R.F., Metropolitan or South Eastern licence, £2,000.
1946 E.R.F., 5 tons 6 cwt., Metropolitan special A licence, £2,000.
1951 AUSTIN, Northern special A licence, £850.

WEST MIDLAND AREA.

8-WHEELER—7 tons 6 cwt.
8-WHEELER—7 tons 4 cwt.
8-TWIN Steer—5 tons 2 cwt.
LEYLAND Comet van—4 tons 13 cwt. 2 qrs.
4-WHEELER—4 tons 11 cwt.

NORTH WESTERN AREA.

1955 BEDFORD—3 tons.

YORKSHIRE AREA.

4-WHEELER—4 tons 9 cwt.
4-WHEELER—2 tons 18 cwt.
4-WHEELER—4 tons 19 cwt. 3 qrs.

NEWPORT MOTOR SERVICES, East Uak Rd., Newport, Mon. Phone 59441-2.
SEDDON distributors for Monmouthshire.
VARIOUS special As from 3 tons to 8 tons with vehicles. 774-72

1952 COMET, 18 ft., 4 tons 6½ cwt., Metropolitan, £1,750. Balmoral Transport, 25 Woodmere Avenue, Watford. Phone, Gadebrook 2384. 774-x653

TWO special A licences, 5 tons 10 cwt. each, N.W. Area, with vehicles.
RUSH GREEN MOTORS, Langley, Hinchin, Herts. Stevenage 175. 774-235

SPECIAL A licence 57 cwt., 7-ton BEDFORD, 1955, petrol, £1,100, good condition, Eastern Area. Box CM7426, care of "The Commercial Motor." 774-x666

Special A-licence Vehicles (contd.)

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1948, July, BEDFORD 29-seater Duple Vista, in immaculate condition, reconditioned engine, all good tyres, new battery, colours Portland grey and red, certificate of fitness 31.5.61, £450.

HIRE-PURCHASE Terms and exchanges. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 774-90

THREE 1951-1952 BEDFORD Duple 33-seater coaches, certificates of fitness to 1961, immaculate condition.

ONE 1954 BEDFORD 38-seater coach, in first-class condition.

FURTHER particulars and prices on application. Box CM616, care of "The Commercial Motor." 774-83

THREE 1956 BEDFORD Duple 41-seater coaches, certificates of fitness to June 1961; these vehicles are indistinguishable from new, only used during summer season.

FURTHER particulars and prices on application. Box CM617, care of "The Commercial Motor." 774-84

1948 BEDFORD 29-seater coach, body rough, OB chassis, ideal for converting for low-loading furniture vehicle, good runner, £75.

J. BAKER AND CO. (DORKING), LTD., Trading Estate, Farnham, Surrey. Phone, Farnham 4626-7. 774-164

1939 BEDFORD 26-seater Duple Hendonian, certificate of fitness to August, 1959, £150. 1949 (November) Bedford 29-seater Duple coach, cream and red, one owner, certificate of fitness October, 1959, heater and radio, 660V. Carvers Coaches, Horsham, Sussex. Phone, Lower Beeding 244. 774-2648

FULL-FRONT BEDFORD 30-seaters, certificates of fitness 1959 to 1962, from £525. Boughtons, 1-5 Odessa Rd., E.7, Mar 1988. 774-202

1947 BEDFORD Duple Vista, immaculate condition, reconditioned engine, all good tyres, colour grey and red, certificate of fitness 1961. J.C. Bibby and Son, Ingleton, Yorks. 774-6656

1952, June, BEDFORD 30-cwt. chassis, fitted with Spurling 12-14-seater coach body, one owner, only been used to carry air crew to planes, in excellent condition throughout, cost £1,100, our price for quick sale, £275. H.P. terms arranged. Iver 947. 774-413

V.C. COLEMAN

106 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

1955 BEDFORD Super Vega 36-seater, Duple R6, certificate of fitness 1960.

1952 BEDFORD Vega 33-seater Duple, 7 ft. 6 in., courier seat, excellent tyres, colours cream and red, certificate of fitness 1962.

1951 BEDFORD Vista 29-seater Duple, one owner, choice of two, certificate of fitness 1961.

1950 BEDFORD Vista 29-seater Duple, choice of two, certificate of fitness 1960.

1948 BEDFORD Vista 29-seater Duple, choice of two, certificate of fitness 1961. 774-371

1954 BEDFORD Super Vega 38-seater Duple, £2,000.

1954 BEDFORD Super Vega Duple, 36-seater, £2,000.

ALL interiors trimmed with red-upholstered moquette and all carrying certificate of fitness.

JOHN O. ANDREW, LTD., 319 St. Phillips Rd., J. Sheffield. Phone 21145. 774-378

Used Passenger Vehicles (contd.)

Bedford Wanted

WANTED. Two BEDFORD Duple coaches, 1955, 38-seaters, or 1956 41-seaters; interiors autumn tint of red. State specification of body and lowest price. Not required before October. Box CM746, care of "The Commercial Motor." 776-6568

COMMER

COMMER TS3 July, 1956 41-seater coach, best offer. Apply, phone Redditch 424. 775-6519

1958 COMMER Diesel 41-seater Duple coaches, six only. See under New Commer advertisement. Don Everall Ltd., Wolverhampton. 774-94

COMMER Karrier coach, 14-seater, first registered 1953, in spotless condition, heater, luxury seating, only used on excursions and tours, any trial, price £1,200.

WOODSTONES GARAGE, Kidderminster. Phone, Kidderminster 3073. 774-92

ONE COMMER 1956 41-seater coach with Duple luxury body, certificate of fitness to 1961, condition as new and perfect throughout.

FURTHER particulars and prices on application. Box CM615, care of "The Commercial Motor." 774-82

1950 COMMER Avenger, 33-seater luxury Plaxton body with courier's seat, certificate of fitness to July, 1959, body, engine and chassis in good condition.

1955 COMMER TS3, 37-seater luxury Burlingham body with courier's seat, certificate of fitness up to October, 1959, engine recently overhauled, a real luxury coach.

THE above can be viewed by appointment.

ALLENWAYS, LTD., 580 Moseley Rd., Birmingham, 12. Phone, Calthorpe 3191-2. 774-73

1949 COMMER 29-seater coach in tip-top condition, high-back seats, full luxury, two owners from new. Servo brakes as good as any Bedford, very attractive body, unmarked, first-class tyres, just certified for three years this coach is open to any inspection, would suit small operator, £350. Hire-purchase if required. A very attractive coach. Harston, Cambs. 286. 774-2872

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1946 CROSSLEY dekker, 56 seats, power by 61W Gardner, certificate of fitness 1960, price £675. Any vehicle considered for part-exchange.

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THE VENTURE TRANSPORT CO. (NEWCASTLE), LTD., 16-17 Princes St., Consett, Co. Durham. Phone, Consett 282-3-4 have for disposal the following:—

DAIMLER CVD6 35-seater omnibus with Willowbrook bodied with or without certificate of fitness, these vehicles were first registered in 1946-7 and 8.

DAIMLER COGS, radiators, differentials and many other spares.

DOUBLE-DECKER buses with Gardner 5LW engines, complete, also A.E.C. 7.7 engines, £175.

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FIVE double-decker buses, 1943-45 DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerby Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 774-340

DENNIS

1950 DENNIS Lancel 35-seater, Yeates body, certificate of fitness 1960, £500. Box CM696, care of "The Commercial Motor." 774-438

KARRIER

Karrier Wanted

KARRIER 14-seater coach, full luxury, price £700 max. Box CM7313, care of "The Commercial Motor." 775-6541

Used Passenger Vehicles (contd.)

LEYLAND

THREE 1950 LEYLAND P51, 33-seater half-cab Burlington bodies, very clean. Abbot's, 26 General St., Blackpool. Phone 20350.

LEYLAND P51, 1947, certificate of fitness 1961, taxed, offers. Steiner Green 2904. 774-240
LEYLAND P51 33-seater Duple body, certificate of fitness, ready for work, choice of three. Volpre, 619 Sheffield Rd., Sheepbridge, Chesterfield. 774-xc674

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1956 Series TROJAN Diesel 12-seater coach in excellent condition throughout, very low mileage, only been used to carry air crew, cost £1,100, our price for quick sale, £425. H.P. terms arranged. Liver 647 774-412

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1950 AUSTIN 29-seater, Thurgood body, high-back seats.
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1947 BEDFORD 29-seater Vista, excellent condition.
NEW BEDFORD 41-seater Super Vega, petrol or Diesel. Finished to customer's requirements, 14 days' delivery.

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TWO GUY double-deckers fitted 6LW engines, £225 each.
ONE BEDFORD fitted Perkins P6, in immaculate condition, ready for immediate use, price £425.
L50 many other buses, both single- and double-deck, low and high bridge, by A.E.C., Dennis, Leyland, Bristol, Guy, etc.

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ST. ANNES-ON-SEA, LANC.

Phone, St. Annes 2060-1.

1953 LEYLAND Royal Tiger Plaxton, 41 seats, certified to 1963.
1953 SEDDON, Plaxton, 41 seats, Eaton 2-speed, certified to 1963.
1949 FODEN, Plaxton, 33 seats, Gardner 6LW.
1948 FODEN, Burlingtonham, 33 seats, Gardner 6LW. 775-6510

RENTON'S LUXURY COACHES have now for disposal:—

1949 FODEN, 6LW engine, full-fronted 33-seater luxury Plaxton body, heater, radio, £825.
1951 LEYLAND P51 full-fronted 8-ft. Bellhouse-Hartwell 33-seater luxury body, courier seat, heater, demisters, radio, microphone, Perspex domes, Continental tyres, etc., £1,095.
1951 LEYLAND P51, full fronted Plaxton 30 ft. by 8 ft. luxury Envoy 39-seater body, courier seat, heater, radio, £1,095.
THE above coaches are at present working and are in fine condition. Apply for viewing at 522 Manchester Rd., Hollinwood, Oldham, Lancs. Phone, Fallowfield 1458. 774-6535

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LODGE GARAGE.
WHITEHALL ROAD WEST.
GOMERSALL, NEAR LEEDS.
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OFFER at special clearance prices to make room for new stock:

1951 CROSSLEY downdraught 37-seater Burlingtonham, certificate of fitness to 1961.
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1949 A.E.C., 9.6, Plaxton body.
1949 CROSSLEYS, with Plaxton and Burlingtonham bodies.
A Number of 1947-48-49 BEDFORDS with petrol and Perkins P6, from £275 each.
ALBION low-bridge double-decker, 6LW, first-class Maundslay 7.7 33-seater, certificate of fitness 26.5.61, £259. Box CM7314, care of "The Commercial Motor". 775-6542

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NIGHT phone, Mirfield 3183, 2160.

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177-205 FINNISTON STREET,
GLASGOW, C.3.

Phone, Douglas 2940 Phone, Douglas 2940.

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NEW AND USED COACHES
IN THE COUNTRY.

IMMEDIATE DELIVERY NEW BEDFORD PETROL-ENGINE PASSENGER CHASSIS WITH 41-SEATER COACH BODIES BY DUPLES.

A Wonderful selection of Albion-Duple full-front full luxury coaches, 1955 and 1953 models, all vehicles are fitted with Albion 4-cylinder Diesel engines and the 1953 models have certificates of fitness valid until 1963 and 1964 respectively, call now for benefit of selection, these vehicles are offered at particularly attractive prices in relation to their condition.

1953 BEDFORD-DUPLE 36-seater coach, exterior red and cream, seating in blue-patterned moquette, certificate of fitness 1963, excellent tyres, absolutely tip-top machine.

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LARGE SELECTION OF BEDFORD, COMMIE, ALBION, A.E.C. COACHES SUITABLE FOR THE TRANSPORT OF WORKMEN OR FOR CONVERSION TO TRAVELLING SHOPS.

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PART-EXCHANGES WELCOME.

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PASSENGER VEHICLE SPECIALISTS.

1950, July, COMMIE Avenger 34-seater full luxury coach, radio and heater, certificate of fitness June, 1959.

1947 LEYLAND PDI chassis, 7.4-litre Diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.

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1946 LEYLAND P51 service buses, 32-seaters, Roe bodies, certified to 1959; choice of four.

1945 Number of LEYLAND LTSA 36-seater buses, also Dennis Lancet, with 5LW engine, 32-seater bus bodies all in good order, suit public work contractors.

A Large number of LEYLAND double-deckers, cheap.

FOR EXPORT ONLY.

A Number of LEYLAND T58 chassis with 7.4 Diesel power unit, and fitted with 1949 Duple high-back seating coachwork.

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PETROL DUPE SUPER VEGA.

IMMEDIATE DELIVERY. OFFERED AT SPECIAL PRICE DUE TO LATE SEASON.

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DUPE OR PLAXTON

41-SEATER

FOR IMMEDIATE DELIVERY.

1957 A.E.C. Reliance 43-seater, driver-operated door, painted to instructions, £4,100.

1956 41-seater BEDFORD Duple Super Vega, £2,550.

1956 COMMIE T53 41-seater Duple, many extras, £2,850.

1957 41-seater BEDFORD Duple, £2,850.

1957 MAUDSLAY 7.7 A.E.C. Duple full-front 33-seater, certificate of fitness 1960, £1,050.

1951 A.E.C. Mark IV 35-seater Burlingtonham Scagull, fitted with armchair seats, showroom condition, £2,150.

1951 MAUDSLAY 7.7 A.E.C. 39-seater, full front, £1,050.

1950 COMMIE Avenger, 33-seater; choice of two; from £1,090 with and certificate of fitness, Duple Plaxton and Burlingtonham bodies.

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200

BUSES AND COACHES

ACTUALLY IN STOCK

AND

READY FOR IMMEDIATE SERVICE.

1948 A.E.C. super luxury coach, Burlingtonham body, immaculate condition throughout, 9.6 engine and air brakes £495.

1949 A.E.C. full luxury coaches fitted with Windover bodies and 7.7 engines, £425.

1949 DENNIS 35-seater coach, certified and in excellent condition, fitted Dennis Big 6 Diesel, £375.

1948 BRISTOL 35-seater bus, Gardner 5LW engine and 5-speed gearbox, in new condition, £395.

1950 DAIMLER 33-seater full-front Plaxton super coach, immaculate condition throughout, certified late 1959, £495.

1949 CROSSLEY, choice of 20 33-seater full luxury coaches, bodies by Burlingtonham, Duple and Plaxton, in first-class order and condition, £340 each, a very lovely fleet of vehicles.

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LEYLAND 35-seater service buses, 1949 bodies, almost as new, first class, clean, sound machines, £295 each.

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LEYLAND high-bridge double-deckers, very super buses with 1948-49 Burlingtonham bodies, £240.

ALL the above machines are in first-class condition and ready to go to work.

WE have 350 vehicles for you to choose from.

OVER 100 single- and double-deckers from £100 each.

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THE COACH SPECIALISTS OF THE SOUTH.

COACH SHOWROOMS AND SERVICE STATION

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INSPECT OUR STOCK OF

GOOD CLEAN VEHICLES

AT SPECIAL MID-SEASON PRICES.

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1953 BEDFORD SB, Yentes Riviera, 35-seater, every extra fitted, retrimmed red interior, amber tint-up vents, glass roof quarters, reconditioned engine, six new tyres, certificate of fitness, March, 1963, immaculate, £1,850.

1951 CROSSLEY Downdraught, reconditioned engine, 37-seater Burlingtonham full-front body, red interior, heater, certificate of fitness, 1961, £1,500.

1950 ALBION Victor, Diesel, 33-seater full-front luxury body, autumn tint interior, one owner, £875.

1950-49 COMMIE Avengers, 33-seater luxury bodies, choice of two, blue interiors, from £750.

1949 AUSTIN 29-31-seater luxury coaches, choice of two, from £275.

1946-7-8 BEDFORD Vistas, all with certificates of fitness, from £250.

1948 TILLINGS-STEVENS 6LW 33-seater Plaxton body, good runner, £300.

1947 BEDFORD Plaxton 30-seater, built-in headlamps, really above average for year, certificate of fitness 1961, £375.

SPECIAL offer, January, 1948 BEDFORD 29-seater Vistas, Danipolis seating, body rough, first offer over £75.

ALWAYS a good selection of coaches suitable for workmen and travelling shops. We invite your inquiries.

HIGH-BACK conversions, trimming, painting, accident repairs and steam cleaning speedily executed. 774-165

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WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

1953 LEYLAND Royal Tiger 41-seater Burlingtonham coach, certified 1963.

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1949 GUY Meadows Diesel engine, fitted with 1952 37-seater Yentes coach body, certified 1960, being repainted, £1,150.

A.E.C. Mk. III 9.6 Diesel engine, 33-seater Burlingtonham coach, certified 1960, £700.

1947 P51 33-seater Burlingtonham coaches, certified 1961, £575; choice of two.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

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33-SEATER half-cab Diesel coaches for hire on month hire terms.

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100SELECTED BUSES AND COACHES
ACTUALLY IN STOCK AND AVAILABLE FOR
IMMEDIATE INSPECTION AND TEST.**SUPER DOUBLE-DECKERS.**

LEYLAND. Choice of a number of Leyland high-bridge double-deckers, Eastern Coachworks, 1951 bodies, well-typed, certificate of fitness to 1961, price £400-£450 each.

LEYLAND. Choice of a number of low-bridge Leylands with 1948 Metcam bodies, luxury seating, certificate of fitness to 1960-62, price £275-£300 each.

LEYLAND. 1959-60 high- and low-bridge double-deckers, fitted 1948-50 Leyland and Alexander all-metal bodies, in excellent condition, certificates of fitness to 1959-60, choice of 25, prices from £225-£275.

ALL the above vehicles are in immaculate body and mechanical condition and are available for immediate inspection and test.

1950 Eastern Coachworks 1948-49-50 35-seater bodies, in immaculate body and mechanical condition, certificates of fitness 1959-60, choice of 20, price £650 each. Sample vehicles can be viewed at Rugby, Leeds and Glasgow.

1948 47 A.E.C. with Harrington 32-seater full-luxury coach bodies, high-backed leather, moquette and Dunlopillo seating, 7.7 Diesel units, crash boxes, well-typed, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £400 each.

1948 A.E.C. choice of 12 fitted 35-seater Metcam and Harrington, all-metal saloon bodies, front-entrance sliding doors, 7.7 engines, in excellent body and mechanical condition, certificates of fitness to 1958-59, price £425 each.

1947 A.E.C. 36-seater Harrington service saloons, Dunlopillo, leather and moquette seating, fitted 7.7 Diesel units, crash boxes, in excellent body and mechanical condition, certificates of fitness to 1960-62, price £420-£450 each.

1940 BRISTOL L-type 35-seater saloons, fitted 5LW Gardner Diesel engines, 5-speed boxes in good mechanical and body condition, several chassis only, price from £175 each.

PASSENGER VEHICLE DISPOSALS, L.TD.WOLSTON GRANGE,
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Phone, Wolston (Coventry) 330.
On the A45. 774-87**BARNARD AND BARNARD, L.TD.**

1957 BEDFORD Super Vega 41-seater, full luxury Duple body, fitted with radio, lift-up roof lights, rear dome lights, in excellent condition throughout, certificate of fitness 1964, choice of 10.

1954 BEDFORD 36-seater full luxury Duple body, fitted with radio, heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.

1953 BEDFORD Birmingham Seagull 36-seater, full luxury body, fitted with radio and heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963, choice of two.

1953 Ventura body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1963.

1952 LEYLAND Royal Tiger 41-seater, full luxury Longwell green body, fitted with heater, in good clean condition throughout, certificate of fitness 1961.

1950 BEDFORD Ventura 29-seater full luxury Plaxton body, high-back Dunlopillo seats, in good clean condition throughout, certificate of fitness 1960.

1949 MAUDSLAY 7.7 A.E.C. oil engine, 33-seater full luxury Gurney Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1960.

1949 DAIMLER 33-seater full luxury Harrington dorsal fin body, fitted with heater, in good clean condition throughout, certificate of fitness 1959.

1948 Dunlopillo seats, in good clean condition throughout, certificate of fitness 1960; choice of three.

1947 MAUDSLAY 7.7 A.E.C. oil engine, fitted with a 1951 full-front Strachan body, heater, in good clean condition throughout, certificate of fitness 1959.

1947 LEYLAND PSI, 33-seater full luxury Burlingham body, fitted high-back seats, in good clean condition throughout, certificate of fitness 1961.

WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

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Sydenham 4622, 3778.

AFTER 5 p.m. and 12.30 Saturday, phone Biggin Hill 330. 774-256

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STRATFORD-ON-AVON.

HAVE for immediate delivery the following used passenger vehicles:—

1953 BEDFORD Vega 36-seater, cream exterior with fawn floral moquette seating, heater, certificate of fitness 1962.

1949 A.E.C. 33-seater, Burlingham body, 9.6-litre engine, pre-selector gearbox.

1949 COMMER, 30-seater Yeater body, immaculate condition.

1947 DAIMLER, 33-seater Duple body, fitted A.E.C. 7.7-litre engine.

1938 LEYLAND 33-seater, Diesel engine.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.**HARVESTER HOUSE,**

STRATFORD-ON-AVON.

Phone 3681 (10 lines).
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COMMERCIAL-VEHICLE SPECIALISTS.HEAD OFFICE:—
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.
HOWARD 1266, PBX.

NEW BEDFORD petrol-engined chassis, mounted with 24 Duple 41-seater Super Vega coachwork, 8 ft. or 7 ft. 7 in., finished in ivory or primer, extras to instructions; delivery 14-21 days, painted to choice.

1955 BORGWARD 7-seater Microbus, petrol engine.

1952 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heaters fitted, central entrance, awnings, tint moquette, finished cream and green, good tyres, immaculate condition, certificate of fitness 1963.

1950 AUSTIN 14-seater full luxury coach.

1949 BEDFORD 29-seater Duple Vista, heater fitted, finished blue and cream, certificate of fitness 1959.

1949 BEDFORD 29-seater Duple Vista, driver-operated door control, upholstered in red, certificate of fitness 1959.

1947 A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

THE FOLLOWING COACHES ARE AVAILABLE FOR ANY REASONABLE OFFER. IMMEDIATE DELIVERY SUBJECT TO BEING UNSOLD.

1950 ALBION, 4-cylinder oil engine, full-front 31-seater coachwork by All-Weather, partition behind driver, certificate of fitness 1960; choice of two.

1939 LEYLAND, T88 oil engine, mounted with 1948 Duple 31-seater coachwork, full-front conversion, full luxury seating, good tyres, new certificate of fitness being obtained, finished green.

CHOICE of seven 1947-48 BEDFORD 29-seater coaches, C complete with certificate of fitness to 1961, finished green.

PART-EXCHANGE AND HIRE-PURCHASE**ARRANGED BY OUR DEPOTS AT:—**LONDON,
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Phone, Cardiff 30641.SUDBURY, SUFFOLK,
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 774-178**COACHES AND COMPONENTS, L.TD.**469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).

1953 March, BEDFORD, 36-seater Gurney Nutting body, fawn floral moquette, exterior grey-fawn, roof lights, Formica panels, clock, certificate of fitness March 1963.

1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

1950 July, GUY Vixen, 29-seater Thurston body, blue moquette, exterior blue, certificate of fitness to 1959.

1950 May, DENNIS 35-seater Whitson coach, exterior brown-cream, certificate of fitness to April, 1960.

1950 February, BEDFORD 29-seater Vista, green moquette, exterior cream-green, clock, sliding roof, certificate of fitness to December, 1958.

1949 May, CROSSLEY, 33-seater Duple body, red moquette, exterior red-cream, certificate of fitness to May 1959.

1949 June, CROSSLEY, 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1948 May, DENNIS Lancelot III 33-seater, Duple moquette, exterior cream-blue, heater, certificate of fitness, May, 1959.

1947 November, MAUDSLAY Mark II, fitted with heater, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961.

1947 February, BEDFORD 29-seater Vista, blue moquette, exterior blue-black, certificate of fitness to April, 1959. 774-37

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LONDON COMMERCIAL DEALERS.

COMMER Rootes Diesel Duple 41-seater, finished to choice, 14 days' delivery.

A.E.C. Reliance, Duple 41-seater, finished to choice, 14 days' delivery.

1951 LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.

1951 LEYLAND Royal Tiger 41-seater, mounted Gurney-Nutting body, 8 ft. wide, air brakes, certificate of fitness 1961.

1948 A.E.C. with 35-seater front-entrance bus body, in exceptional condition, for office staff, workmen or export, from £350.

1947 A.E.C. 7.7 engine, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1960, £325.

1945 GUY, 6-cylinder Gardner engines, 35-seater Weyman composite low-bridge bus body, current certificate of fitness, £250.

1947 BEDFORD Vista Duple, 29 seats, certificate of fitness 1961, very clean.

1946 DAIMLER 7.7 A.E.C. double-decker, 56 seats, certificate of fitness.

SEVERAL A.E.C. 9.6 and Leyland PSI, chassis only.

38 UXBRIDGE ROAD,

EALING, W.5.

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Used Passenger Vehicles (contd.)

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19 High-bridge double-deck buses.

1946 LEYLAND PD1, 7.4-litre oil engine, coachwork by Charles Rowe, 56 seats, one only.

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1946 GUY Arabs, powered 5LW Gardner engines, Northern Counties coachwork, 56 seats, choice of 10.

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TRANSPORT VEHICLE SPECIALISTS.

NEW 1958 ATKINSON 1644 lightweight (Gardner 4LW) 37-seater Plaxton Highway omnibus.

1954 BEDFORD (36 h.p. petrol) 36-seater Burlingham Seagull, heater, radio, cream-black.

1951 ALBION Victor (Diesel) F73 31-seater Cawood full-front, choice of two, cream-blue, £750.

1950 ALBION CX9 (Diesel) 35-seater Cawood, cream, blue, choice of two, £625.

1948 LEYLAND PSI (7.4 Diesel) 33-seater Burlingham, grey-blue, certified 1951, £650.

1948 DENNIS Lancelot (6-cylinder Diesel) 35-seater Duple, heater, certified 1959, £475.

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CHOICE of 20 1945 DAIMLER DOUBLE-DECK BUSES, FITTED WITH A.E.C. 7.7 DIESEL ENGINES. VERY CLEAN, JUST OFF SERVICE. THESE VEHICLES ARE IN FIRST-CLASS RUNNING ORDER AND CARRY CERTIFICATES OF FITNESS FROM

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1956 BEDFORD, 41, Duple, £2,500.

1952 BEDFORD, 38, Gurney Nutting, £1,700.

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1953 A.E.C. Mark IV, 41, £2,500.

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SPECIAL offer £13,250 for the six.

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1958 BEDFORD petrol 41-seater Plaxton.

1958 COMMER T83 41-seater Plaxton, 2-speed axle.

1957 BEDFORD petrol 41-seater Plaxton and Duple; choice of several.

1957 COMMER T33 41-seater Plaxton or Duple; choice of several.

1956 COMMER T83 41-seater Duple, choice of two.

1955 BEDFORD petrol 38-seater Duple; choice of two.

1949 LEYLAND PS2 35-seater Harrington.

LEYLAND PS2 35-seater full-front Harrington.

SEND for full list.

PLEASE write or phone for appointment to view.

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Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

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1950 BEDFORD Vista 29, red high-back seats, Formica sides, exterior cream and green, choice of two, from £675.
1950 COMMER Avenger (34), good tyres and engine, cream and blue, certified, £775.
1948 7-6 BEDFORD (29), green, red and grey, choice of three, from £325.
1948-50 BEDFORD buses (28-30) blue green and red, choice of four from £275.
1947 DENNIS Lancet III (35), Yeates body, maroon and red, green chair seats, certified June, 1960, £475.
BEDFORD driver-operated door gears fitted, £17 15s.
BEDFORD re-trims and conversions to high-back, one-day service.

DOUBLE-DECKERS.

CHOICE OF 20

LOW- AND HIGH-BRIDGE BUSES.

GUYS, CROSSLEYS, LEYLANDS, A.E.C.s, DAIMLER, SLW GARDNER AND OTHER ENGINES IN GOOD ORDER, WELL MAINTAINED, AT LOW PRICES.

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1949 ALBION full-front 31-seater, petrol, certified to 1959.
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1950 AUSTIN coach, £200.
1951 CROSSLEY Plaxton, full-front, 37 seats, certificate of fitness 1961, choice of two.
TWO COMMERS fitted with Duple body for immediate delivery.
BEDFORD Vegas, 41-seater Duple, for immediate delivery.
LES GLEAVE. Phone, Audlem 359 and 332. 774-151

DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.
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CHOICE of four 6-cylinder Gardners and several Maudslays.
CHOICE of GUY double-deck 6LW and SLW 56-seaters, from £225. 774-100

ONE new unregistered MORRIS Minibus.
ONE 1947 BEDFORD Duple 29-seater, in excellent condition, both with p.v.v. certificates. Mandale Grey-stoke 311. Penrith. 775-xB670

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1947 BEDFORD Duple Vista 29-seater, very good order, £325.
1949 COMMER, 29-seater Myers Bowman body, excellent condition, certificate of fitness 1959, £325.

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CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461. 774-255

Used Passenger Vehicles (contd.)

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Phone 42931.

LEYLANDS, 33-, 35- and 39-seaters, rebodied in 1949-50, 7.4 L-type or 7.7 A.E.C. engine, certificates of fitness, mid-1960, immaculate condition, £250-£300.
GUY low-bridge double-deckers, Eastern Coach Works bodies, SLW engines, £275-£325.
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BRISTOL, 1948, Eastern Coach Works bodies, 35-seater, 7.7 A.E.C. engine, certificate of fitness September, 1960, in excellent body and mechanical condition, £350.
MOST of the above vehicles have current certificates of fitness and are in very good body and mechanical condition. 774-149

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1949 BEDFORD 30-seater full-front luxury coach, good condition throughout, certified 1959, £420.
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PART-EXCHANGE. HIRE-PURCHASE.

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1947-48 BEDFORD Vista Duple, 29 seats, choice of three, certificates of fitness 1961, price from £250.

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WE also have a number of vehicles for workmen's service. 774-456

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156 WALSGRAVE ROAD, COVENTRY.
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NEW AUSTIN 12-seater coaches, finished to P.S.V. requirements, price £250. Early delivery.
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1950 BEDFORD Vista 29-seater, new set high-back seats fitted, five years' certificate of fitness.
1949 MAUDSLAY 35-seater full-front, luxury body.

1947 CROSSLEY, 33-seater luxury body.
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1957 BEDFORD 41-seater Duple.

1956 COMMER TS3 41-seater Plaxton or Duple, choice of several.

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THE above vehicles in immaculate condition, only used on tours and excursions and private hire, any trial or inspection. Phone, Highley 208.

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PART-EXCHANGES and H.P. terms arranged to your satisfaction. 774-678

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41-SEATER DUPLÉ LUXURY COACHES.

AIR BRAKES, OVERDRIVE, HEATERS, ETC.

Delivery end of August. Painted to your instructions.

We have just purchased Duple Motors' remaining stock of Commer Bodies and can offer very favourable terms, part-exchanges, etc. 774-93

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CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

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BEDFORD Commer-Scammell 8-ton tractors, 3- and 6-ton Scammell mechanical horses; unit and trailer coupling gears; Scammell trailers. Tilley, Ltd., Wolverton, Bucks. 775-xB447

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A52

Miscellaneous Vehicles (contd.)

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SCAMMELL DISTRIBUTORS. *
BEDFORD MAIN DEALERS.

NEW BEDFORD-SCAMMELL 8-ton forward-control and 10-ton tractor units, immediate delivery.

NEW SCAMMELL trailers, early delivery.

NEW SCAMMELL Scarab for early delivery, either petrol or Diesel engine.

1954 SCAMMELL 6-ton Scarab, in excellent condition throughout, £450.

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A Large selection of articulated vehicles always in stock. 3-tonners to 100-tonners including a wide variety of types. Let us know your requirements. Terms and exchanges.

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Miscellaneous Vehicles (contd.)

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1951 BEDFORD-SCAMMELL Perkins P6 artic. unit, synchromesh gearbox, one owner, £265.

UNREGISTERED BEDFORD 10-ton artic. unit (ex-M.O.S.), S.A.E. coupling, in outstanding condition, nearly new tyres all round, £275.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., G.T.C. Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 774-368

1953 KARRIER 5-ton artic. unit with two long hyd. tipping drop-side trailers, excellent condition, bargain. Mrs. E. Hales, 7 Manor Rd., Wales, nr. Sheffield. Phone, Kiveton 476. 775-6561

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1957 Thames Trader articulated unit, 7.50 by 20 tyres, Tasker ramp attachment, mileage 2,740, two 20-ft. flat platform semi-trailers, excellent condition, £1,650.

W. H. PERRY, LTD., Station Bridge, Walsby, Leicestershire. Phone, Harrow 1031. 774-332

BEDFORD-SCAMMELL tractor, 1948, reconditioned, repainted, retired, new 750 by 20, new battery, on the button and ready for hard work, £175 o.n.o. Phone, Reigate 4841. 774-432

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HEAVY breakdown recovery vehicle required. Scammell, Mack, Diamond T or Albion. Full details to Box CM743, care of "The Commercial Motor." 774-220

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COMMER-KARRIER 4-car transporters, purchased March, 1957. Maintained by makers, £2,400. A.C.T., 6 Marsh Lane, Solihull, Warwickshire. Phone, Solihull 0291. 774-223

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CAR transporter wanted. Complete unit or trailer only. Details to Box CM7310 care of "The Commercial Motor." 782-6536

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A NAME WORTH KNOWING.

CUNDEY AND STEWART, LTD.

ALFRETON, DERBYSHIRE.

Phone, Leabrooks 477.

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DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6 VEHICLES. SPARES. TYRES. 774-704

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AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited. C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cables, "Morganspare, Southampton." 774-928

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TWO low-mileage T16 carriers, complete and each supplied with parts list and technical manual, £65 each. One M.O.S. rebuild Morris 4 by 4 gun tractor with winch, first-class order, £70. Albert de Looze, Lion Sheet and Plate Metal Works, Barracks Rd., Burnley, Lancs. 774-583

BEDFORD 4 by 2, Army reconditioned, £125. BEDFORD 4 by 4, Army reconditioned, £125. PERCY SLEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5, Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321. 774-344

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CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 1954 AUSTIN 3-ton hygienic meat van, fitted with interior metal rails, alloy floor, height 6 ft. 6 in., in excellent condition, £395. 774-281

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LUTON VANS AND PANTTECHNICS

SAUNDERS FOR YOUR AUSTIN

HAVE AVAILABLE FOR INSPECTION THE FOLLOWING NEW VEHICLES.

AUSTIN 152 15-cwt. chassis with Luton body, approx. 400 c.c., primer. AUSTIN LD2 30-cwt. chassis with Luton body, approx. 550 c.c., primer. AUSTIN LD2 30-cwt. chassis with extended chassis, approx. 650 c.c. AUSTIN 3-ton forward-control chassis-cab, Diesel, fitted 1,250 c.c. Luton body. PAINTED, lettered to choice.

H. A. SAUNDERS, LTD.

836-842 HIGH ROAD,

FINCHLEY, N.12.

Hill 5272, Ext. 22. 774-33

1950 Model BEDFORD Luton van, approx. 1,000 cu. ft., very clean, unladen weight 2 tons 15 cwt., £245. Coppell Motors, 92 Broughton Lane, Salford, T. Phone, Blackfriars 7764. 774-137

BIRMINGHAM COMMERCIAL OFFER:-

1952 BEDFORD 1,450 c.c. Luton van, 1954 BEDFORD 4-ton Luton van, 1,000 c.c. 1950 COMMEX QX, 1,850 c.c. Luton van. 1954 DENNIS Stork 900 c.c. Luton van. 1950 JENSEN 1,450 c.c. Luton van.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437-8. 774-212

G.T.C. (COMMERCIALS), LTD.

1954 AUSTIN 2-3-ton 700-cu. ft. Luton van, separate cab, really clean, one owner, £395. 1951 BEDFORD 2-3-ton 650-cu. ft. Luton van, separate cab, synchromesh gearbox, one owner, £145. 1951 COMMEX 25-cwt. Luton van, 450 cu. ft. capacity, first-class body ideal for small removals, one owner, £225. G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 774-367

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 1951 November, GUY Over, 4LK Gardner, with drop-well, Plymax body, £465. 1950 GUY Vixen, drop-well, 1,400-cu. ft. pantechnic with 1950 FORD Thames Diesel P6, with 1,300-cu. ft. Plymax body, in excellent condition, £350.

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1956 BEDFORD 3-ton 4-cylinder Diesel furniture van, approximately 900 cu. ft. capacity. HIRE-PURCHASE. PART-EXCHANGES.

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1957 October, BEDFORD 3-ton petrol 700-cu. ft. Luton van, side roller shutter, brand-new condition, 1,400 miles only, cost new £1,450, our price £1,085. 1957 Thames 4D Luton van, 1,150 cu. ft., double Diesel tank, £795. WATERLOO RD., Manchester, 8. Phone, Broughton 4321 (seven lines). 774-319

ALWAYS a good selection of pantechnics and box-vans from 900-1,000-cu. ft. capacity. Guy Vixen, Austin, Morris, etc. Contact the specialists. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 77657. 774-3

LARGE FORD Luton van, one owner, new engine and new body recently fitted, real bargain, £95. Mrs. E. Hales, 7 Manor Rd. Wales, nr. Sheffield. Phone Kiveton 476. 775-6563

BEDFORD - SCAMMELL artic. pantechnic, large capacity, in good order, £275. RUSH GREEN MOTORS, Langley, Hitchin, Herts. 774-237

1954 DODGE 2-3-ton Diesel Luton van, 650 cu. ft., excellent condition, £525. CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley. Arnold 7771. 774-198

1,750-CU.-FT. 5-ton 1950 AUSTIN Loadstar, only done 8,000 miles since reconditioned P6 engine fitted, body panelled Plymax, good tyres, £485. Phone, Stepney Green 5522. 774-315

1948 JENSEN lightweight, choice of two.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, 774-351

MAUDSLAY Meritor 8-wheeled Luton van, A.E.C. 9.6 engine, choice of two, one registered December, 1950, one February, 1951, used on C licence work only, in good order, can be seen working. £1,200 o.n.o. W. Fulton 15 Nicholas St., Manchester. Central 5338. 775-6574

Luton Vans and Pantechnics Wanted

THREE Diesel 3-5-ton Lutons, 1,000-1,400 cu. ft., required. Nobles Transport, Bowes Park 1551. 774-501

MOBILE SHOPS, CANTEENS, ETC.

MOBILE shops, canteens, vehicles and trailers, petrol and Diesel, large selection. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 774-22

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WANTED, gully and cesspool emptiers, condition and make immaterial, distance no object. Lines of Wootton, near Canterbury. Phone, Selsted 37. 774-447

PICK-UP TRUCKS-WANTED

COMMER, late model, or Standard Vanguard Diesel pick-up. WALTON LANE, Liverpool, 4. Aintree 1873. 774-156

ROAD ROLLERS

ROLLER, Diesel, 3-tonner, good condition. Walkers Filling Station, Ecclesfield, near Sheffield. 774-153

Miscellaneous Vehicles (contd.)

TANK WAGONS

UNREGISTERED ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. refuellers; also 900-gal. Bowser trailers. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 774-653

ARTICULATED insulated stainless-steel trailer tank-carriers, for disposal. Box CM5815, care of "The Commercial Motor." 774-656

ALL types of tanks, tankers and trailer tank-carriers for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. 774-667

ONE 4,000-gallon 5-compartment of 800 gallons Darham vehicle tank.

ONE 3,600-gallon 6-compartment of 600 vehicle tank.

ONE 2,500-gallon 5-compartment of 500 Thompson

TWO 800-gallon oil-storage tanks.

ONE 4,000-gallon American vehicle tank suitable for storage. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 774-243

1951 BEDFORD 1,200-gallon 2-compartment with power pump.

1950 BEDFORD 1,200-gallon 2-compartment with petrol pump.

1951 BEDFORD 1,000-gallon 2-compartment with petrol pump.

1950 AUSTIN 1,500-gallon 3-compartment.

1948 DENNIS 1,200-gallon 4-compartment.

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HENDY FOR FORD.
BRITAIN'S FIRST FORD DISTRIBUTOR.
DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS.
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DIESEL**

CONVERSION UNITS.

PRALLS (HEREFORD), LTD.

HOLMER ROAD, HEREFORD.

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Miscellaneous Advertisements (contd.)

FORD 4D conversions, fully machined bell housings to suit Bedford crash or synchromesh gearboxes.
EDWARDS AND CO., Nile St., Burslem, Stoke-on-Trent. Phone, S-on-T. 87966. 774-755

HAULAGE AND BACK LOADS
CHARD TRANSPORT CO. LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset. 780-6408

BUNKERING station off A49, a special bonus rate for Diesel and Petrol, owners please write for particulars. Bradley Lane Garage, Standish, Wigan. 773-2651

1,600-CU.-FT. van, Exeter to London return load required weekly. Box CM7425, care of "The Commercial Motor." 775-8667

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H.P. Finance available, private deals, prompt settlement. Finestra, Ltd., 58 Jermyn St., S.W.1. Phone until 9 p.m., Hyde 1391. 774-980

HIRE-PURCHASE and rental facilities available for all cars and equipment, etc.; private deals also financed. D. Everard, Ltd., 62 Oxford St., London, W.1. Museum 0811. 774-445

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COMMERCIAL vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, cars to 50%; deferred premiums. Over the best terms from specialists motor insurance brokers.

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COMPETITIVE rates, wide cover, excellent service, fleet inquiries invited. Forster and Co., Ltd., Dept. T, 81 Queen Victoria St., E.C.4. 774-685

MISCELLANEOUS

PRIESTMAN Cub excavator with face shovel equipment, l.t.o. engine, inspected running my works, 6185 Norman Walker, Anlaby, Hull. 775-6520

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A.M.I.M., City and Guilds, A.M.I.Mech.E., etc., on "No test, no fee" terms. Over 95% success. For details of exams, and courses in all branches of auto, aero, mechanical engineering, etc., write for 144-page handbook—free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 774-6497

Vauxhall-Bedford salesman required. Write or call with fullest particulars to Sales Manager, G.N. Ltd., Vauxhall-Bedford Main Dealers, 300 Balham High Rd., S.W.15. 774-6497

MORRIS-COMMERCIAL distributors, have vacancy for experienced commercial vehicle salesman. Hewens Garages, Ltd., Reading. 774-6509

COUNTY BOROUGH OF SOUTHPORT.

TRANSPORT DEPARTMENT.

APPOINTMENT OF TRAFFIC SUPERINTENDENT.

APPLICATIONS are invited for the position of Traffic Superintendent in accordance with Grade A.P.T.III (6345-61.025) of the National Salary Scales. Commencing salary according to experience. Casual User's Car Allowance for 8 h.p. cars is made. The appointment is subject to the Local Government Superannuation Acts and to passing a medical examination. Applications stating age, present position and full particulars of education, qualifications and experience, together with copies of two recent testimonials, should be forwarded to the undersigned in sealed envelopes endorsed "Traffic Superintendent," not later than September 5, 1958.
Town Hall, Southport. R. EDGAR PERRINS, Town Clerk.
16.8.58. 774-6534

SALES fieldman required by leading commercial vehicle manufacturers as factory representative for south-west England. Excellent opportunity for successful applicant, contributory pension scheme, car provided, previous experience of commercial sales essential. Please write giving fullest personal details, including age and salary required, to Box E.U.0800, A.K. Adv., 212a Shaftesbury Avenue, London, W.C.2. 775-6524

TRAFFIC and routing clerk required by heavy haulage company in north-west London, man with experience preferred. Write, giving full details, to Box CM7311, care of "The Commercial Motor." 774-6537

COMMERCIAL-VEHICLE sales manager, experience essential. Good salary and commission. N.W. London. Write, stating previous experience, to Box CM7322, care of "The Commercial Motor." 774-6540

ASSISTANT commercial manager. Due to company's increased production of 4- and 6-wheel-drive vehicles and heavy-duty tractor units, etc., a new post of assistant commercial manager is to be created. Applicants must be qualified engineers with administrative ability and able to negotiate with sub-contractors and co-ordinate company's future developments.

WRITE, giving full details of experience and positions held, age and salary required. Excellent opportunity for conscientious and able person.

APPLY Commercial Manager, Douglas Equipment, Ltd., Kingsditch Lane, Tewkesbury Rd., Cheltenham, Glos. 774-6540

EXPERIENCED commercial-vehicle salesman required with proved selling ability for ever-popular Bedford products. Good remuneration, bonus and security for industrious and reliable worker (pension scheme). First application (in strict confidence) in writing, giving all relevant information to Commercial Sales Manager, Oscrofts, Castle Boulevard, Nottingham. 774-15

Miscellaneous Advertisements (contd.)

EXPERIENCED commercial salesman required, good prospects in expanding area of North Hertfordshire. Salary, commission and pension scheme. Stevenage 700. G. E. Harper, Ltd. 774-11

J. SAINSBURY, LTD.

FOOD MANUFACTURERS AND DISTRIBUTORS
INVITE APPLICATIONS FOR A POST IN THEIR
TRANSPORT ENGINEERS DEPARTMENT.

The firm operates a large fleet of C-licence petrol and Diesel vehicles.

Applicants should be between 30 and 35 years of age, of good education, have undertaken regular training as a motor engineer and have experience of controlling a workshop operating planned vehicle maintenance.

An Associate Membership of I.M.E. (Automobile Division) or equivalent qualification would be a recommendation.

The successful applicant, after a period at the company's headquarters in London, will control a small workshop in East Anglia.

The position is permanent and pensionable and for an applicant with the right training and practical ability could offer considerable scope for advancement.

Salary will be according to qualifications and experience but not less than £1,000 per annum.

APPLICATIONS, IN WRITING, SHOULD BE MADE TO—
THE PERSONNEL MANAGER (A.T.E.),

J. SAINSBURY, LTD.,

STAMFORD HOUSE,

STAMFORD STREET,

LONDON, S.E.1. 774-12

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WISH TO APPOINT A FULLY EXPERIENCED MAN AS HEAD OF THEIR U.K. SALES ORGANIZATION RESPONSIBLE FOR THE SALES OF GEARS AND TRANSMISSIONS TO THE COMMERCIAL VEHICLE AND AUTOMOBILE INDUSTRY.

The man appointed must have held a similar position and will be required to have established contacts at Director level in the industries concerned.

A sound engineering background with a knowledge of the specialist field of gears and transmissions is essential and a professional qualification would be an advantage.

The position is permanent and pensionable and will be located at the company's gear works in Huddersfield.

The high salary envisaged will be commensurate with the responsibilities of the position.

APPLICATIONS SHOULD BE ADDRESSED TO THE DIRECTOR OF PERSONNEL,

DAVID BROWN COMPANIES,

DURKER ROADS,

MELTHAM, Nr. HUDDERSFIELD. 774-33

WORKS manager required, commercial vehicle distributors, well-established and progressive organization, Southern England. First-class experience essential; excellent opportunities for competent person; good salary and pension scheme. Applications stating experience, age, salary, etc., to Box CM748, care of "The Commercial Motor." 774-218

COMMERCIAL vehicle salesman required Routes Group area dealers, South London. Generous salary and commission based on sales; pension scheme; thorough sales record and connection considered. Write giving full details, age and past experience to Box CM749, care of "The Commercial Motor." 774-216

COMMERCIAL vehicle salesman required by modern Ford distributors in the North Midlands. Remuneration will be from £1,250 per annum upwards for an experienced man of proved selling ability who must be capable of taking over as sales manager in the near future; successful applicant will be provided with a car and be included in the firm's non-contributory superannuation scheme. Reply in confidence giving full details of experience, age, etc., to Box CM7410, care of "The Commercial Motor." 774-215

FULLY qualified mechanics required, rate 5s. 3d. per hour, pension scheme and bonus. Full details to Box CM747, care of "The Commercial Motor." 774-217

SERVICE managers required by a leading motor business in British West Africa. The men selected to fill these positions must be able to show that they possess not only a high degree of technical skill but also that they have the qualities of leadership, initiative and energy. Every man has an equal opportunity to win promotion to the top levels of management, the speed of promotion depending on the personal effort and ability of each individual.

APPLICANTS must have served a recognized apprenticeship and should have held a responsible position in a service department or in fleet maintenance. Those without experience must possess City and Guilds or National qualifications.

INITIAL salary will depend solely on qualifications and experience, subsequent increases depending on ability.

FAMILY allowances are paid, free furnished accommodation provided, free passages including family, pension fund, kit allowance, tours are about 21 months each followed by substantial leave on full pay. Apply giving full particulars to Box CM7412, care of "The Commercial Motor." 774-187

STORES Assistant, fully experienced, required by main Rovers dealer, excellent prospects in expanding department for energetic man, good salary, pension scheme. Write or phone, Ray Powell, Ltd., Fairlop Rd., Leytonstone, Ley 5533. 774-132

FITTERS. Vacancy for skilled motor fitters; top wages, permanent position, excellent benefits. Bushey Vale Garages Ltd., Aidenham Rd., Watford. 774-8578

Miscellaneous Advertisements (contd.)

Vauxhall Bedford Main Dealer, Home Counties, requires manager for C.V. depot. Experienced to enable control all departments, including body-building. Write in confidence to Box CM7414, care of "The Commercial Motor." 774-186

TRANSPORT manager required to work up transport business with extensive storage facilities in Birmingham area. Good opportunity for the right man. Apply Box CM7415, care of "The Commercial Motor." 774-210

COMMERCIAL Vehicle Salesman required by Dodge area dealers, wage and commission basis. Apply in writing. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich. 774-112

PARTS storekeeper required, preferably with Vauxhall-Bedford experience (City area). Applications strictly confidential. Box CM673, care of "The Commercial Motor." 774-273

OLD-ESTABLISHED London Vauxhall-Bedford dealer requires assistant to sales manager, commercial vehicle and car knowledge essential. Write stating age, experience and salary to Box CM7427, care of "The Commercial Motor." 774-286

COMMERCIAL-VEHICLE salesman required, experience essential, remuneration on salary, expenses and commission basis. Apply in first instance to W. Harold Perry, Ltd., Station Bridge, Watlington, Mids. 774-333

HEAVY commercial salesman. Excellent opportunity for thoroughly experienced man to handle Seddon Diesel sales exclusively in large North Western area, good salary, commission and bonus, car provided. Apply to C. R. Hughes, Hilda Garages, Seddon Diesel Distributors, Port St., Manchester, 1. 776-6575

LARGE B.M.C. Distributors in the South of England, with number of depots, require Parts Supervisor, capable of co-ordinating and controlling the work of a number of Parts Managers. Must have good administrative ability, and experience up to at least Parts Manager level. Age group 30-45, good salary and prospects for right man. Car provided. Applications will be treated as confidential. Please give full details of career and copy references. Apply Box CM742, care of "The Commercial Motor." 775-6567

TRANSPORT Manager required for Long-distance Haulage Co., operating 20 vehicles in West Riding, good salary and good prospects. Box CM7413, care of "The Commercial Motor." 775-6569

P.S.V. traffic manager required, East Midlands Area, knowledge of licensing procedure and general coach operation, flat probably available. Write giving details of experience and salary, married or single. Box CM7416, care of "The Commercial Motor." 774-209

STOREKEEPER. Experienced garage storekeeper for B.M.C. agents, must be fully conversant with stores control, trade and retail. Reply, giving age, wages and references, Bushey Vale Garages, Ltd., Aldenham Rd., Watford. 774-24678

SITUATIONS WANTED

SERVICE Works Manager, Main Distributor experience, sound technical and administrative ability. Preference for company considering reorganization or expansion home or abroad, age 47. Box CM745, care of "The Commercial Motor." 774-66

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STORAGE and redistribution, 10,000 sq. ft. available for all goods, damp-proofed rooms, inspection invited. Knowles (Transport), Ltd., Wimington, Duddington 233-6. 778-6525

STORAGE and redistribution facilities available, 58 S and A licence vehicles at present covering the whole of Worcestershire and Warwickshire, including Birmingham on suar distribution. H. B. Everton Roadways, Ltd., Droitwich. Phone 2378. 774-450

TENDERS

EAST BARNET URBAN DISTRICT COUNCIL.

SUPPLY OF

TWO BEDFORD LORRIES

AND
DISPOSAL OF TWO USED OPEN TRUCKS.

TENDERS ARE INVITED FOR THE SUPPLY OF TWO BEDFORD 2-3-TON OPEN TRUCK LORRIES WITH HYDRAULIC TIPPING GEAR, AND FOR THE DISPOSAL OF TWO BEDFORD OPEN TRUCK VEHICLES, ON A PART-EXCHANGE BASIS.

Specification and Form of Tender may be obtained from the Engineer and Surveyor, Town Hall, Station Road, New Barnet, Herts, and Tenders, sealed in the envelopes provided, must be returned by not later than noon on September 5, 1958.

The lowest or any tender will not necessarily be accepted. 774-259

Miscellaneous Advertisements (contd.)

BOROUGH OF EALING.

PURCHASE OF BEDFORD VEHICLES.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THREE BEDFORD LORRIES AND FOR THE PURCHASE OF SEVEN EXISTING VEHICLES.

Full particulars of new vehicles required and existing vehicles, together with Forms of Tenders, may be obtained from the Borough Surveyor, Town Hall, Ealing, W.5

Tenders, in plain sealed envelopes, endorsed "Tender for Vehicles," but bearing no name or mark indicating the sender, must be delivered at my office not later than 9.30 a.m. on Tuesday, September 30, 1958.

E. J. COPE-BROWN,
Town Clerk.
775-6551

BOROUGH OF WATFORD.

THE CORPORATION HAS FOR DISPOSAL THE UNDERMENTIONED VEHICLES AND PLANT:

Dennis Refuse Collector, 14-cu.-yd. Barrier Lander Tipper. Purchased 1944.

Two Scammell Mechanical Horses. Purchased 1947 and 1949.

Three Esaloo 16/18-cu.-yd. Barrier Loader containers for use with Mechanical Horses.

Commer 2-ton tipping lorry. Purchased 1939.

Lewis Sweepings Machine, Thornycroft chassis, purchased 1951, suitable for conversion to towing vehicle.

Fowler Challenger 1 Tractor with Blaw-Knox 4-cu.-yd. scraper. Purchased 1953.

Benford 5/34-cu.-ft. concrete mixer. Purchased 1950.

Pozell continuous Paper Baler, 15 h.p. electric motor. Purchased 1951. Damaged by fire.

These items may be inspected at Wigganham Depot, Wigganham Rd., Watford, between the hours of 8 a.m. and 4 p.m. on Mondays to Fridays. No guarantee in regard to the condition of the vehicles and plant can be given.

All or any items may be tendered for.

Tenders, in plain sealed envelopes clearly marked in top left-hand corner "Tender for Vehicles and Plant," but bearing no mark or name to indicate the sender, to be delivered to the BOROUGH ENGINEER, Town Hall, Watford, not later than 2 p.m. on September 16, 1958.

The Corporation does not bind itself to accept the highest or any Tender.

Town Hall, Watford. 774-107

BOROUGH OF DAGENHAM.

DISPOSAL OF REDUNDANT VEHICLES AND TRAILER.

THE COUNCIL HAVE FOR DISPOSAL THE UNDERMENTIONED REDUNDANT VEHICLES AND TRAILER:

FIVE, COMMER 7-TON CHASSIS, FITTED WITH OSCHNER BODIES AS REFUSE COLLECTION VEHICLES AND PETROL ENGINES, ALL IN DAILY USE.

ONE, 25-CWT. COMMER VAN, PETROL ENGINE, STILL IN DAILY USE.

ONE, 5-TON OSTRICH TYPE 5T 76 GRITTER TRAILER.

All the items for disposal may be inspected on Wednesdays, between the hours of 10 a.m. and 2 p.m., at the Salvage Plant, Frizlands Lane, Dagenham.

Form of tender for all, or any of the above, may be obtained from the Borough Engineer and Surveyor.

Tenders in the official envelope provided, must be delivered to the undersigned by September 20, 1958.

The Council do not bind themselves to accept the highest or any tender.

KEITH LAUDER,
Town Clerk.
Civic Centre, Dagenham. 774-207

Miscellaneous Advertisements (contd.)

TENDER, 1955 C.A. Bedford van, 10-12-cwt., one owner, 27,000 miles, new tyres. Phone, Toiney Heath 346. 774-194

WORKS TRUCKS

COVENTRY Climax, 4,000-lb. capacity, Clark fork, 11 ft 4,800-lb. capacity; Clark 3,200-lb. capacity. Martin-dale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 774-146

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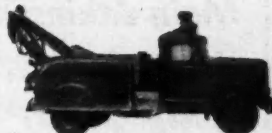
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CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 232-944

THE ROAD TRANSPORT ENGINEER. Edited by T. G. Mackenzie Junner, Editor of "The Commercial Motor." This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. set from bookellers, or 27s. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 277

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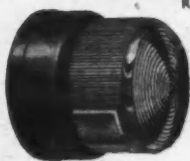
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TYPE No. 16/4 Twin tail lamp for use on articulated vehicles using detachable numberplates. One ordinary lampholder and one special connector. **14/6**
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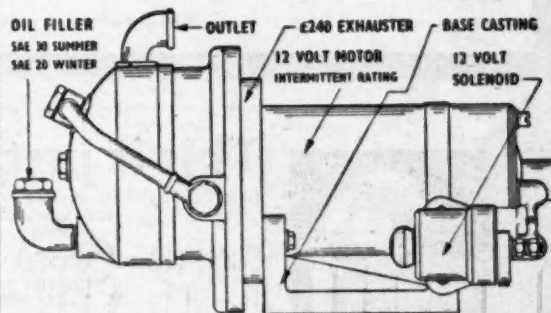
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Exhauster complete with
Solenoid and Base Plate



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THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 21

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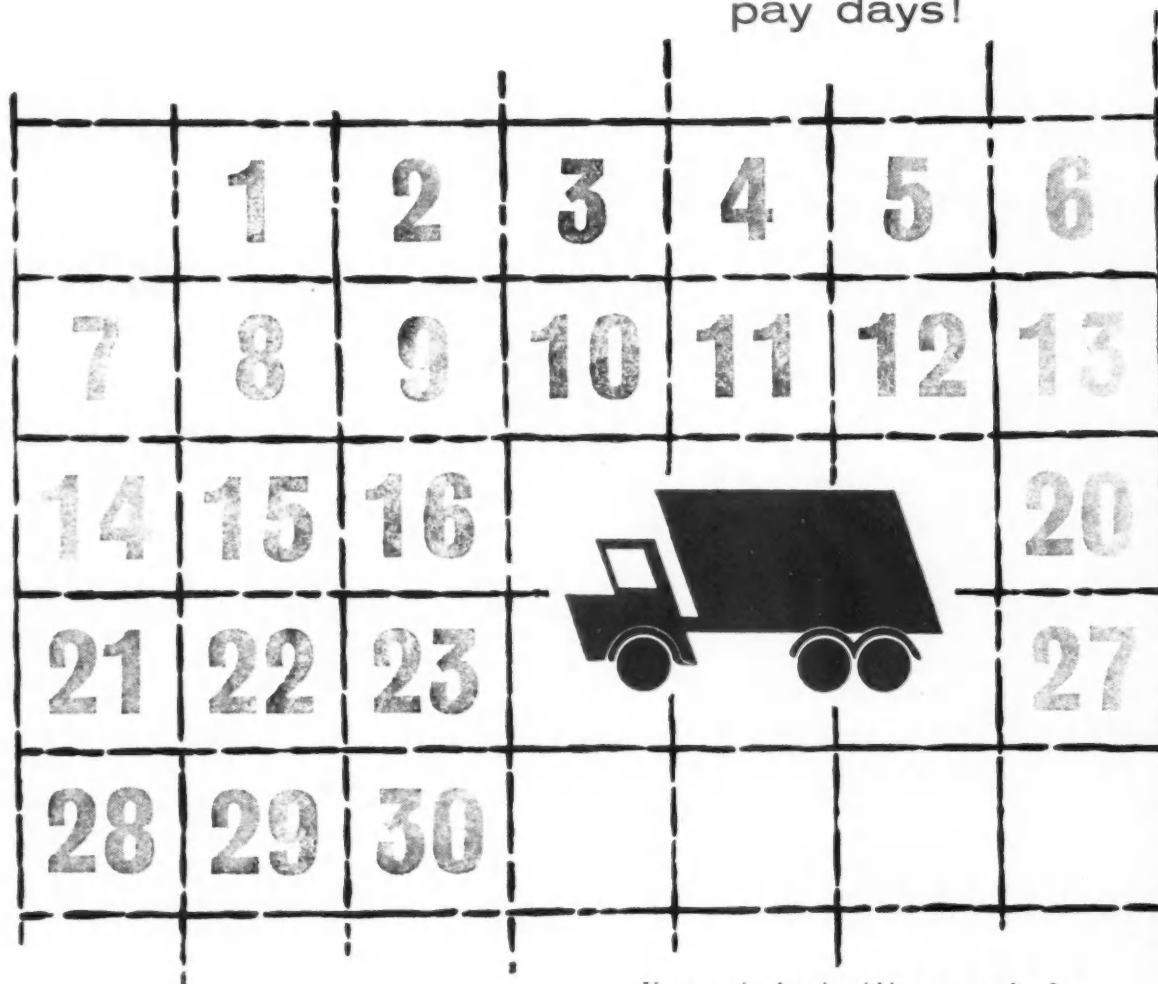
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Anti-Fade Brake Linings

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Once on the road, drivers know they'll get the hardest wear out of Ferodo Linings; even harsh driving conditions, caused by weather or traffic, don't interfere with the smooth, even braking power of Ferodo Linings.

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Technical advice can always be given, too.